

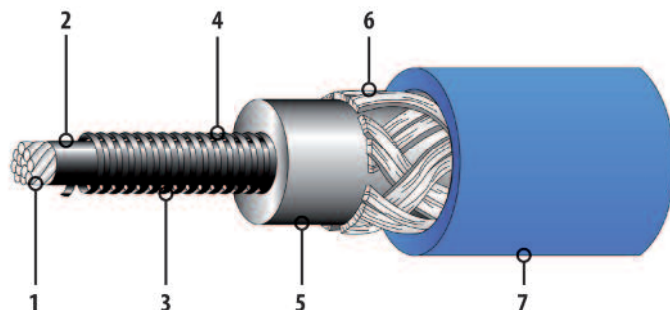


MEGAFIRE Ignition now creates a spark wire ideally suited for performance street cars and trucks as well as race applications.

Part No. shown is **Red wire**, add **BL** for **blue wire**, and **BK** for **Black wire**. 575° F.

Note: (Coil Wire Not Included.)

8.5 MM WIRE SETS



1. Dual Conductive Core- Spiral Wound Mag Core. Eliminates interruptions in current flow. No other competitor can offer this.
2. The 250 ohm Mag core wire has a core made of 100% Kevlar strands which have been impregnated with Carbon Latex. The competition's core is a Fiberglass core with only 1 - 2 strands of Kevlar for strength. The impregnating of the Kevlar core enables the wire to have a second conductor.
3. The Kevlar core is then coated with multiple layers of Carbon/Latex to not only hold the inner core together but to create an additional path for the inductance to travel. The competition coats their Fiberglass core as well, but with less material. The wire, because it is a Kevlar core with a Carbon jacketing is the strongest wire available.
4. Mega-Mag wrap, a Stainless Steel / metallic composite, is a special alloy used to carry 90% of the voltage to the plugs. This helps to generate a hotter spark than normal carbon core wire and a more consistent current than other Mag core wire available. This helps to develop the horsepower the engine is rated for while stopping EMI and RFI.
5. High density inner jacket increases dielectric properties as well as capacitance to maintain a positive current flow to the plug.
6. High-density braid is used to create a permanent bond between the inner and outer layers. Increasing cable strength, and helps eliminate terminal pull off and outer jacket separation.
7. 100% silicone outer jacket. Protects against chemicals, oil, and abrasion.

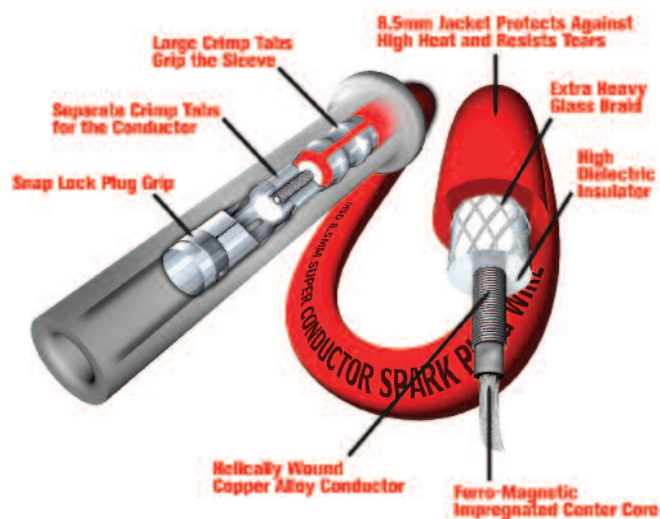
PART NO.	BOOT DEGREE	ENGINE	YEAR	APPLICATION
CHEVROLET				
16420	90°	267, 305, 350 400	75-80	SB with HEI over valve cover (Chevrolet Engine)
16421	90° - 6/180° - 2	267, 305, 350	80-86	SB with HEI under exhaust (Chevrolet Engine)
16422	90°	283, 307, 327 350	60-74	B non-HEI over valve cover (Chevrolet Engine)
16423	90°	283, 307, 327 350	60-74	SB non-HEI under exhaust (Chevrolet Engine)
16427	180°	All	64-75	Big Block - non-HEI
16425	180°	All	Race Set	BB with HEI over valve cover (Chevrolet Engine)
16426	90°	All	Race Set	BB with HEI under valve cover (Chevrolet Engine)
16424	90° - 5/180° - 3	305 (5.0E) 350 (5.7)	89-93	Camaro, Impala, Caprice
16441	90°	350 (5.7)	96-97	Camaro LT1
16440	90° - L5 only	5.7	98-02	Camaro LS1 with square coils - Denso
CHEVROLET/GMC TRUCKS				
16427	180°	All	64-75	BB non-HEI
16425	180°	All	Race Set	BB with HEI over valve cover (Chevrolet Engine)
16426	90°	All	Race Set	BB with HEI under valve cover (Chevrolet Engine)
16420	90°	267, 305	75-80	SB with HEI over valve cover (Chevrolet Engine)
16421	90° - 6/180° - 2	267, 305, 350	80-86	SB with HEI under exhaust (Chevrolet Engine)
16422	90°	283, 307, 327 350	60-74	SB non-HEI over valve cover (Chevrolet Engine)
16442	90°	305, 350	87-95	Chevy/GMC with external coil



PART NO.	BOOT DEGREE	ENGINE	YEAR	APPLICATION
OLDSMOBILE				
16425	90°	All	Race Set	BB with HEI over valve cover (Chevrolet Engine)
16426	90°	All	Race Set	BB with HEI under valve cover (Chevrolet Engine)
16421	90° - 6/180° - 2	267, 305, 350	75-86	SB with HEI under exhaust (Chevrolet Engine)
PONTIAC				
16425	90°	All	Race Set	BB with HEI over valve cover (Chevrolet Engine)
16426	90°	All	Race Set	BB with HEI under valve cover (Chevrolet Engine)
16420	90°	67, 305, 350	75-86	SB with HEI over valve cover (Chevrolet Engine)
16421	90° - 6/180° - 2	267, 305, 350	75-86	SB with HEI under exhaust (Chevrolet Engine)
16425	90° - 5/180° - 3	305 (5.0E, F) 350 (5.7-8)	89-93	Firebird
16441	90°	350 (5.7)	96-97	Firebird LT1
BUICK				
16420	90°	350-L	77	Regal (Chevrolet Engine)
16421	90° - 6/180° - 2	267, 305, 350	78-81	Regal (Chevrolet Engine)
16421	90° - 6/180° - 2	305 (5.0-H)	82-86	Regal (Chevrolet Engine)
16420	90°	267, 305, 350, 400	75-80	SB with HEI over valve cover (Chevrolet Engine)
16421	90° - 6/180° - 2	267, 305, 350	80-86	SB with HEI under exhaust (Chevrolet Engine)
16422	90°	283, 307, 327, 350	60-74	SB non-HEI over valve cover (Chevrolet Engine)
16425	180°	All	Race Set	BB with HEI over valve cover (Chevrolet Engine)
16426	90°	All	Race Set	BB with HEI under valve cover (Chevrolet Engine)
FORD				
16430	135°	5.0	84-93	Mustang
16432	135°	5.0	94-95	Mustang
16433	180° - Well Seal	4.6	96-98	Mustang 16V
16432	135°	5.0 (302)	91-93	Thunderbird
FORD TRUCKS				
16432	135°	5.8	93-95	F-150 Lightning
16432	135°	5.0 (302)	94-96	F-150
16430	135°	5.8	88-98	F-150
16430	135°	5.0 (302)	91-93	F-150
16430	135°	5.0 (302)	87-90	F-150 w/o EECIV
MERCURY				
16432	135°	5.0 (302)	91-93	Cougar
16432	135°	5.0	84-93	Capri

PART NO.	BOOT DEGREE	APPLICATION
UNIVERSAL & COIL WIRE SETS		
16401	180°	HEI and non - HEI - Red
16401BK	180°	HEI and non - HEI - Black
16401BL	180°	HEI and non - HEI - Blue
16402	90°	HEI and non - HEI - Red
16402BK	90°	HEI and non - HEI - Black
16402BL	90°	HEI and non - HEI - Blue
16403	135°	HEI and non - HEI - Red
16403BK	135°	HEI and non - HEI - Black
16403BL	135°	HEI and non - HEI - Blue
16400C		Coil Wire Kit - Points - Red
16400CBK		Coil Wire Kit - Points - Black
16400CBL		Coil Wire Kit - Points - Blue
16400H		Coil Wire Kit - HEI - Red
16400HBK		Coil Wire Kit - HEI - Black
16400HBL		Coil Wire Kit - HEI - Blue





8.5mm Super Conductor

UNIVERSAL 8.0MM HELI-CORE & 8.5MM SUPER CONDUCTOR WIRE SETS (8-CYL.)

Heli-core 8.0mm wires come with boots & terminals factory installed on the spark plug end only. Each set includes a mini-stripper-crimper for easy installation.

DESCRIPTION	8.5MM
Multi angle boots, HEI-type dist caps	31189
90° Plug boots HEI-type distributor caps	31229
Multi angle boots w/HEI ends & non-HEI ends	31199
90° Plug boots w/HEI & non-HEI ends	31239
90° Plug Boots, Universal, L8/V8	31233



RACE TAILORED WIRE SETS

The MSD Race Tailored Heli-Core and 8.5mm Super Conductor Wire Sets are designed specifically to fit race engines with headers.

PART NO	DESCRIPTION	STYLE
31249	All SB Chevy w/Low-Profile Distributor	90
31299	All BB Chevy w/Low-Profile Distributor	90
35599	All SB Chevy w/HEI Style Distributor Cap	HEI
35609	All BB Chevy w/HEI Style Distributor Cap	HEI

MSD CUSTOM 8.5MM SUPER CONDUCTOR WIRE SETS

With less than 50 ohms per foot, the 8.5mm wire is capable of delivering 30 times more spark energy to the plug over most OEM wires.

PART NO	DESCRIPTION	STYLE	YEAR
CHEVROLET			
32159	Caprice, Impala SS, LT1 and V8	LT1	1994-96
32149	Camaro, LT1	LT1	1993-97
32179	Corvette, LT1	---	1992-96
32819	LS1 Vette, Camaro	LS1	1997-on
32829	LS1 Truck	LS1	1999-on
31649	GM F/S Truck, 4.3L, non-Vortech	w/HEI	1992-97
32839	Vortech, 4.3L	---	1996-02
31659	327, 350 Cars/Trucks (over valve covers)	Socket	1971-74
35659	327, 350 Cars/Trucks (over valve covers)	w/HEI	1971-74
31359	350, 400 Cars/Trucks (over valve covers)	w/HEI	1975-82
31769	All 350 Corvette (long wires below exhaust)	w/HEI	1975-82
31369	All 454 Chevy, GMC, Car/Trucks	w/HEI	1974-76
31779	All 366, 426, 454, Cars/Trucks	w/HEI	1977-87
31379	All 366, 396, 427, 454, Car/Trucks	Socket	1969-74
35379	All 366, 396, 427, 454, Car/Trucks	w/HEI	1969-74
31419	Truck 305, 350	w/HEI	1985-95
32169	GM Pickup, Vortech 350 5.7 L	---	1996-00
CHRYSLER			
32749	318, 340, 360, Cars and Trucks (MSD dist)	HEI	all
32739	383, 400, 440, Cars and Trucks (MSD dist)	HEI	all
FORD			
31329	302 (5.0L) Car/Trucks, Mustang	w/HEI	1977-93
32209	5.0L Mustang	w/HEI	1994-95
31329	255, 351W (5.8L) Cars/Trucks, Mustang	w/HEI	1977-93
31389	351C, 351W, 352, 390, 400, 429, 460 Car	Socket	1965-76
35389	351C, 351W, 352, 390, 400, 429, 460 Car	HEI	1965-76

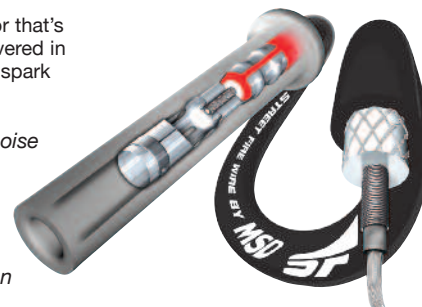


MSD STREET FIRE WIRE SETS



The Street Fire Spark Plug Wires feature a low resistance conductor that's wrapped in a sleek and durable black sleeve. The terminals are covered in black boots that protect the conductor from engine heat to ensure spark delivery.

- Helically wound conductor suppresses electro and radio noise
- Kevlar core combination for great strength and durability
- Heavy duty terminals for secure connection
- 8mm silicone and synthetic jacket resists heat and abrasion
- 500 Ohms per foot resistance for improved spark delivery and power
- Silicone boots protect against high exhaust temps



PART NO.	DESCRIPTION
5554	Small Block Chevy, 350 HEI
5560	Chevy 454, '74-'76 HEI
5562	Chevy Truck 305-350, '85-On
5565	SBC, Socket Dist. Cap over VC
5566	'75-'82, Corvette 305-350 HEI
5567	Chevy 454, '75-On HEI
5573	GM Truck, Tahoe, Suburban, Vortech V8, '96-'97

PART NO.	DESCRIPTION
5540	Ford 351W, 400, 460, '77-On HEI
5541	Ford 302, 351W, HEI



UNIVERSAL

These kits are supplied only with the spark plug boot installed. This way you can route the wires exactly as you'd like for a custom fit. Terminals and boots are supplied for the distributor side that you install with a special tool that is also supplied. All kits are for 8-cylinder.

PART NO.	DESCRIPTION
5551	Multi-Angle Plug, HEI Cap
5552	Multi-Angle, Socket/HEI
5553	90°, Plug/90° Plug
5554	90°, Socket/HEI Cap



REPLACEMENT BOOTS & TERMINALS

DESCRIPTION	PART NO.
Multi-Angle Boots and Terminals, 2/card	3301
90° Spark Plug Boots and Terminals, 2/card	3311
HEI Style 90° Boots and Terminals, 2/card	3320

SOCKET STYLE BOOT/TERMINAL KIT

DESCRIPTION	PART NO.
Socket Style Boot/Terminal Kit, Set of 9	8851



BOOTS & TERMINALS

Sets of 100

DESCRIPTION	PART NO.
90° Plug style dual crimp terminals	34615



WIRING DIAGRAMS/TECH NOTES CD-ROM

CD-ROM (Adobe Acrobat PDF) covers all current MSD components, showing how to install them in various ignition systems & engines. Tech info, specs, wiring tips, coil applications, and troubleshooting featured.

DESCRIPTION	PART NO.
Each	9615





BOOTS & TERMINAL SET

Contains 9 boots & matching terminal.

DESCRIPTION	PART NO.
Short 90° boots & dual crimp terminals	8848

HEI BOOTS FOR MSD WIRE RETAINER

DESCRIPTION	PART NO.
HEI Distributor Boots, Set of 9	8849

SPARK PLUG BOOT/TERMINAL KIT

DESCRIPTION	PART NO.
90° Boot/Terminal Kit, Set of 9	8850



8MM SPIRO PRO SERIES HIGH PERFORMANCE IGNITION WIRE SET

Spiro-Wound core when RFI Suppression is required for today's complex discharge ignition systems.



APPLICATIONS	IGNITION PLUG	RED
CHEVROLET		
SB over valve covers	HEI, 90°	76228



8MM SPIRO-PRO SERIES HIGH PERFORMANCE IGNITION WIRE SETS

Provides up to 10 times the conductivity of standard resistor wire. Maximum fire power without radio interference. 100% silicone inner and outer jacket provides heat protection up to 600°F. Comes with double spring locking plug terminals and pro boots. For street and track. Universal fit. Custom fit sets available in red or blue.



DESCRIPTION	CYL	BLACK	RED	BLUE	YELLOW	PURPLE	HOT ORANGE	HOT LIME
90° Plug Boots	8	73051	73251	73651	73451	73151	78351	78551
135° Plug Boots	8	73053	73253	73653	73453	73153	78353	---
180° Plug Boots	8	73055	73255	73655	73455	---	---	---
180° Hemi*	8	75089	---	---	---	---	---	---



BLUE MAX 8MM SPIRAL CORE UNIVERSAL FIT WIRE SETS

Terminated at the plug end only and includes enough wire length and terminals to fit HEI or non-HEI distributors. Sets are for eight cylinder engines. A coil wire is included when required. Sets for other engines also available.



DESCRIPTION	PART NO.
90° Plug Terminal - Red	73219
90° Plug Terminal - Black	73231
90° Boot Plug Terminal - Blue	73225
Straight Plug Terminal - Blue	73226
Straight Plug Terminal - Black	73232
135° Boot Plug Terminal - Black	73233



SPIRAL CORE COIL WIRE KIT

All the parts necessary to make a coil wire fit nearly all popular coils & distributor cap combinations. Kit contains 3' of BlueMax™ Spiral Core 8mm suppression wire, stripping tool and 13-piece boot terminal kit.

DESCRIPTION	PART NO.
8mm, 800 ohm	73235



ULTRA 40 RACE WIRE SETS

At 40 ohms of resistance per foot, Moroso Ultra 40 Race Wire incorporates a spiral wound nickel/copper alloy conductor wrapped at the optimum ratio to produce the highest level of spark energy while producing the lowest level of electromagnetic and radio frequency interference. Moroso's new Kevlar® core, four times stronger than other aramid fiber cores, allows an increase to the tensile strength of the wire while reducing its center diameter. Surrounding insulation is also increased resulting in greater dielectric strength.

APPLICATIONS	PART NO.
90° Universal	73800
Straight Universal	73801
135° Universal	73802
SB Chevy Sleeved Over Valve Cover 90° Plug - HEI	73602
SB Chevy Sleeved Under Header 90° Plug - Non-HEI	73605
SB Chevy Sleeved Under Header 90° Plug - HEI	73607
BB Chevy Sleeved Over Valve Cover 90° Plug - HEI	73615
BB Chevy Sleeved Under Header 90° Plug - Non-HEI	73616
Ford Sleeved 351W 135° - HEI Style Cap	73626
Ford 289-351W Sleeved 135°, HEI	73630

BLUE MAX™ SPIRAL CORE SLEEVED WIRE SETS

Take them out of the box, plug them in, and go racing. They come complete with 8mm, 800 ohm Spiral Core Wire pre-terminated at both ends with the correct terminals & boots, insulating sleeve that runs the entire length, shrink tubing to seal the boots and numbered ID tags.



DESCRIPTION	PART NO.
SB Chevy, HEI, Male/HEI, 90° plug, Over VC	72402
SB Chevy, HEI, Male/HEI, 90° plug, Under VC	72407
BB Chevy, HEI, 90° plug, Under VC	72416



8.5MM WAR HORSE SLEEVED RACE WIRE

8.5mm CUSTOM FIT - spiral wound core
Fierce EMI / RF suppression
Fiberglass reinforced sleeve: 50kv+ Dielectric
High Temperature silicone boots
Locking race terminals - corrosion resistant
Shrink sleeved boots prevent voltage loss
Numbered ID tag for each wire

PART NO.	APPLICATION
16302	Ford, 302, 135° Boot, HEI
16351	Ford, 351W, 135° Boot, HEI
16350	SB Chevy, Over V/C, 90° Boot, HEI
16350U	SB Chevy, Under Header, 90° Boot, HEI
16454	BB Chevy, Over V/C, Straight Boot, HEI
16454U	BB Chevy, Under V/C, 90° Boot, HEI



BLUE MAX™ SPARK PLUG BOOT & TERMINAL KIT

Manufactured from high temperature silicone. Comes in sets of 8 with positive, locking spark plug terminals.



DESCRIPTION	PART NO.
Coil HEI Boot & Terminal	72040
Coil Non-HEI Boot & Terminal	72080

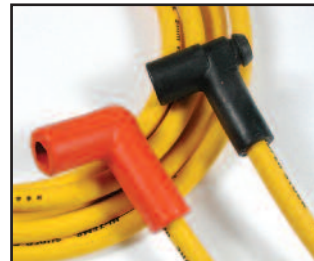


SUPERSTOCK 4000 SERIES SPARK PLUG WIRE SETS

ACCEL's SuperStock 4000 series spark plug wire sets are designed to upgrade an OE ignition system for high-spark delivery levels for street driven applications. The 450 degree F rated silicone jacket is extruded over a tightly woven, rugged fiberglass braid. The braid is applied over high dielectric strength EPDM inner insulation for ignition wire performance that exceeds SAE specifications.

Features include:

- * 8mm yellow, red, black, and blue silicone jackets
- * Street-driven applications
- * Orange and color-matched blue, red, and black silicone spark plug boots
- * Pre and post-HEI vehicles



PART NO.	SIZE	DESC	COLOR	PLUG BOOT	COIL WIRE	ASSEMBLED	RFI
4039	8mm	copper	yellow	90 deg	yes	no	no
4040	8mm	graphite	yellow	straight	yes	no	yes
4040B	8mm	graphite	blue	straight	yes	no	yes
4040R	8mm	graphite	red	straight	yes	no	yes
4041	8mm	graphite	yellow	90 deg	yes	no	yes
4041B	8mm	graphite	blue	90 deg	yes	no	yes
4041K	8mm	graphite	black	90 deg	yes	no	yes
4041R	8mm	graphite	red	90 deg	yes	no	yes
4048	8mm	graphite	yellow	stock GM, male HEI	yes	yes	yes

SUPERSTOCK SPIRAL CORE 5000 SERIES SPARK PLUG WIRE SETS

The traditional ACCEL combination of yellow wire and red spark plug boots has been added to these SuperStock Spiral Core 5000 Series wire sets, which feature color-matched wire and spark plug boots. With only 500 ohms/ft. of resistance, more ignition energy can reach the spark plug, producing a longer-lasting, hotter spark flame kernel. The results are higher performance through improved efficiency, quicker throttle response, and reduced emissions. Their double silicone construction eliminates arcing and is rated to 550 degrees F. The high-gross wire jacket resists moisture, chemicals, and heat extremes for longer life and great looks. The fiberglass braid adds greater pull strength and terminal retention, while the stainless steel spark plug terminals provide excellent long life, electrical conductivity, and corrosion resistance. They're designed for street-driven, pre and post-HEI applications.



PART NO.	SIZE	DESC	COLOR	PLUG BOOT	COIL WIRE	ASSEMBLED	RFI	MAKE
5137B	8mm	carbon graphite	blue	stock, female socket	no	yes	yes	91-99 Ford 4.6L truck, crown vic



SLIP COLLAR

Adjustable design to give you height adjustment on your distributor.

PART NO.
8539



SLIP COLLAR

Adjust installed height for dead-center gear alignment. Fits Moroso's DuraBillet Distributors and MSD Distributors.

PART NO.
26217





WIRE CRIMPING TOOL

A must for every racer's tool box. These pliers are ideal for terminating spark plug wire sets. Strip, cut and crimp automotive wiring from 10 to 22 gauge. Heavy duty steel with comfort grip insulating handles.



PART NO.	DESCRIPTION
16385	Heavy Duty Crimping Tool



PRO-CRIMP TOOL II

New and improved with an improved chassis. Slip-free grip for a secure handle when working. Supplied with crimping/stripping dies for MSD dual crimp spark plug wire terminals.



PART NO.
35051

MINI-STRIPPER CRIMPER

Provides a "die" to strip either 8mm Heli-Core or 8.5mm Super Conductor Wire, then can be used in a vise to provide a solid terminal crimp to the wire.



PART NO.
3503

WIRING HARNESS

Plug directly into your factory coil and harness. Four color coded wires plug into the corresponding wires of the MSD box. Two wires from MSD to the battery and you're done, with no cutting or splicing.



PART NO.
8876

DUAL WIRE SEPARATORS

Separators securely grip two wires to route them cleanly along the engine surface. Molded from polyacetal for high heat resistance. Supplied in a package of 16.



APPLICATION	PART NO.
Wires Up to 8.8mm	8841

PRO-CLAMP SEPARATORS

Keeps plug wires in a tidy order and away from engine heat sources. Supplied with two 5-wire assemblies, two 3-wire assemblies and four 2-wire assemblies.



PART NO.
8843



SPARK PLUG & COIL WIRES

Spiro-Wound Core



PART NO.	DESCRIPTION
45423	Red 90°/180° plug boots 8mm Spiral-Pro Repair Kit
45429	Red Coil wire kit - 8mm Spiral-Pro

BOOT HEAT SHIELDS

Polished Aluminum, snaps over existing Pro Boot®.



PART NO.	DESCRIPTION
2570	90° Boots, 2-pk.

CRIMPING TOOL

Cuts and crimps all popular primary wire. Crimps both 7 & 8mm spark plug wire ends. Made of high carbon steel with PVC non-conductive handle grips.

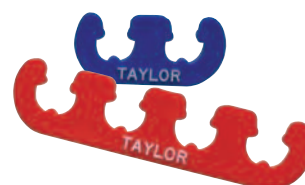


PART NO.
43390

CLIP-ON COLORED WIRE SEPARATORS

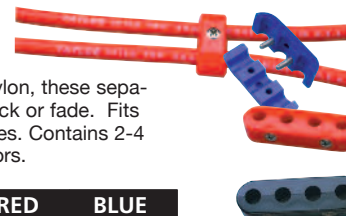
Color coordinated to match plug wires. Tough nylon withstands 400° F. Fits 7-8mm wires. Two each of 2 wire, 3 wire, 4 wire separators.

DESCRIPTION	PART NO.
Black, 7mm-8mm	42800
Red, 7mm-8mm	42820
Blue, 7mm-8mm	42860
Black 409's, 10.4mm	42809



CLAMP STYLE WIRE SEPARATORS

Molded from non-conductive 6/6 nylon, these separators will not melt, mar, distort, crack or fade. Fits 7-8mm and "409" 10.4mm plug wires. Contains 2-4 wire, 2-3 wire and 2-2 wire separators.



WIRE SIZE	BLACK	RED	BLUE
7-8mm	42700	42720	42760
"409" 10.4mm	42709	42729	42769

BRACKETS FOR CLAMP WIRE SEPARATORS

Mounts "clamp style separators" to valve covers. Fits 7-8mm and "409" Clamp style brackets.

DESCRIPTION	BLACK	RED
Horizontal, SBC & most Chrysler - 4 pack	42701	42721
Vertical, SBC & most Chrysler - 4 pack	42705	42725
Vertical, BBC & most Ford - 6 pack	42706	42726



FIRE BOOTS

The cure for spark plug wire failure in high heat environments. EW's Fire Boot will withstand up to 1200° F. Universal size and shape fits most boots, even 90°. Package of 8.



PART NO.	DESCRIPTION
16201	6" Silver
16202	6" Black
16203	6" Red
16204	6" Blue
16211	6" Silver , 4-pk.



WIRE SEPARATOR BRACKETS

Clamp-style BBC/Most Ford, Horizontal, Red, Qty. 6

PART NO.
42722

SB CHEVY MOUNTING BRACKETS

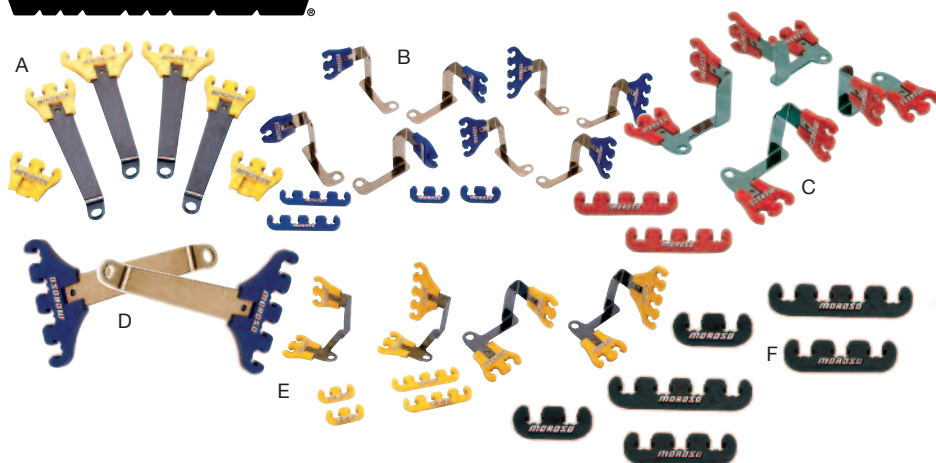
Use with clamp style wire separators, SBC/most Mopar, Vertical, Red, Qty. 4

PART NO.
42725

BB CHEVY CLAMP STYLE BRACKETS

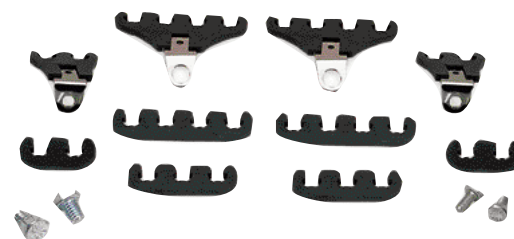
BBC/Most Ford, Vertical, Red, Qty 6.

PART NO.
42726



LOOM KITS & WIRE SEPARATORS

DESCRIPTION	UNIV. (A)	SHOW (B)	BBC (C)	SUPER LOOM (D)	4 HOLE KITS (E)	WIRE TORS(F)	SBF
Blue 7-8mm	72150	72170	72175	72171	72180	72160	72130
Red 7-8mm	72151	72168	72176	72172	72181	72161	72131
Yellow 7-8mm	72152	72169	72177	72173	72182	72162	72132
Black 7-8mm	72153	72167	72178	72174	72183	72163	72133



REPLACEMENT LOOMS

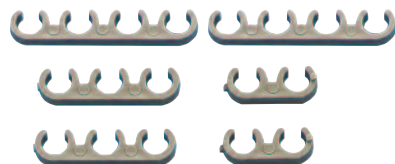
Direct replacement looms for 7-9 mm wire as used in Moroso Loom Kits. High-temperature injection molded polyester for extended durability. Also fits other brand's loom brackets. Not for use with part no. 72195. Packaged two per card.

DESCRIPTION	PART NO.
4-Hole, Blue, 7-9mm	97832

HI-TEMP UNDER HEADER LOOM KIT

Designed for routing wires under headers on old and new style SB Chevy engines. Includes four chrome plated brackets, two 4-hole looms, two 2-hole looms, two 4-hole separators, two 3-hole separators and two 2-hole separators and mounting bolts. Black, 7-9mm.

PART NO.
72195



WIRE SEPARATOR KITS

The wire separator keeps plug wires in order, away from the hot exhaust manifold. It's a must for use in race and performance street cars. Use with Mr. Gasket wire loom bracket kit for super neat ignition wiring.

DESCRIPTION	PART NO.
7mm, black	3676
8mm, silver	3677

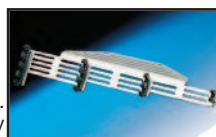


COMPETITION WIRE LOOMS

Eliminates "cross firing" by keeping ignition wires insulated. Looms are compatible with tall valve covers and accommodate both 7 and 8mm ignition wires. Kit is complete with two 3-hole dividers, four 2-hole dividers, and four chrome brackets.

CENTERBOLT WIRE LOOM

Fits late model SBC ('87-'96) with the center bolt valve covers. Made of brushed aluminum, they fit 7mm and 8mm wires and can be used with up to 8.8mm wires with modification. Packaged as 2 looms.



PART NO.
6042



PART NO.
6016

CUSTOM WIRE LOOM KIT

Eliminates cross firing and prevents heat damage to ignition wires while giving a neat, custom look. Made from heat resistant black plastic, the wire divider clips to a chrome plated steel bracket that can be attached to the valve cover. Equally spaces both 7 and 8mm ignition wires. Includes two 4-hole wire dividers, eight 2-hole wire dividers and four chrome plated steel brackets.

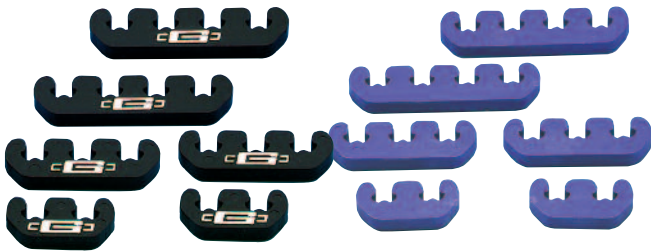


CUSTOM 8MM WIRE SEPARATORS

Constructed from high-temperature ABS plastic and chrome-plated for lasting beauty. Wire separators help engine performance by minimizing ignition crossfire and prolong spark plug wire life by holding wires away from hot engine components, giving them a neat and custom look. Includes two, 2-wire, 3-wire and 4-wire separators and allen wrench.

PART NO.

9723



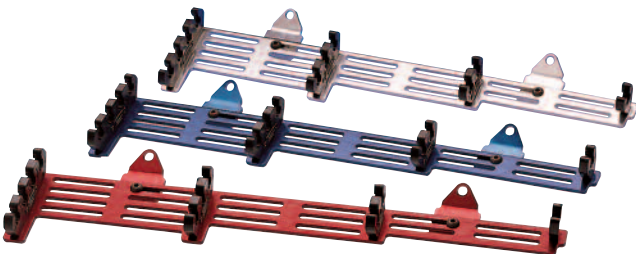
COMPETITION WIRE SEPARATOR KIT

Designed for competition and street use, these Competition Wire Separators minimize "cross firing" by keeping the ignition wires sufficiently separated from each other. Made from a heat resistant plastic, these wire separators will accommodate 7 and 8mm ignition wires. Kit includes two each 2-wire, 3-wire and 4-wire separators.

DESCRIPTION	PART NO.
Black with Logo	6017
Black without Logo	9728
Red without Logo	9727
Blue without Logo	9877

UNIVERSAL PLUG WIRE DIVIDER BRACKET SET

Competition wire separators that fit 7 or 8mm wires keeping them sufficiently insulated and separated from each other to minimize "cross-firing." Adjustable tabs allow for easy mounting to most valve covers. Made from aluminum and available in three attractive colors. Measures 14-3/4" long. Packaged two per set.



DESCRIPTION	PART NO.
Brushed Aluminum	6018
Blue Anodized	6022
Red Anodized	6023



IGNITION WIRE LOOMS

Using the divisional red color, the CHEVROLET name and Bow Tie logo are molded onto the black nylon head of each wire loom, mounted on chrome stems. Fits Chevrolet small-block V8, 1959-86 and Chevrolet Big Block V8 1965-91. 4-wire looms, 2 per package.

PART NO.

141-636



LINEAR WIRE LOOMS

Using the valve cover mounting bolts, these are positioned along the valve cover to hold the wires in a neat parallel arrangement. Wire holders are opened and closed individually with a patented nylon wedge to permit the chrome tops to have a smooth surface free of screw holes. 1 pair per package.

DESCRIPTION

PART NO.

SB Chevy 59-86

141-638

BB Chevy 65-91

141-639

Before purchasing, check exhaust manifold for correct usage. For clearance reasons, the manifold must not be much higher than the valve cover mounting flanges.



BLACK PLASTIC WIRE TIES

DESCRIPTION

PART NO.

7-inch (100-pk.)

16707

14-inch (100-pk.)

16714



WIRE LOOMS WITH BRACKETS

Polished Aluminum 2-Piece for Early Model. Fits spark plug diameters up to 9.5mm.

DESCRIPTION

PART NO.

Ball Milled

R6038

Flame

R6038X

Plain

R6039



R6038



R6039



PRO STYLE WIRE SEPARATORS

DESCRIPTION	PART NO.
Chrome for 8 or 9 MM Wire	R9576
Black for 8 or 9 MM Wire	R9577



NUMBERED SHRINK SLEEVES

DESCRIPTION	PART NO.
Pre-numbered from 1-8	72020



WIRE SHRINK SLEEVE

Packed in 25' lengths. Extends spark plug wire life.

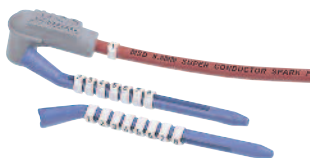
DESCRIPTION	PART NO.
Ultra 40, fits 8.65mm	72011



SHRINK SLEEVES

Insures a complete seal between spark plug, distributor boots, & spark plug wire sleeves. Packaged 18 per set

DESCRIPTION	PART NO.
Blue	72030
Black	72031



CYLINDER MARKERS

Supplied on a trick tool that makes installation easy.

DESCRIPTION	PART NO.
8.5mm wire	3414



CLIP-ON NUMBERED WIRE MARKERS

Fits all 7-8mm & 10.4mm ignition wires , 2 sets of numbered clips 1-8.

DESCRIPTION	PART NO.
7-8mm wire	41060



SHRINK SLEEVING

Shrinks tightly around wire to protect. Designed to withstand high temperature.

DESCRIPTION	PART NO.
ProHeat Guard set of 18	3407
Numbered shrink sleeve	3415



WIRE MARKERS

Eliminate firing order errors with these easy to read black on white wire markers. Oil and grease resistant. Set of 8.

DESCRIPTION	PART NO.
8mm wire	4472



COOL-TUBE™ WIRE & LINE PROTECTOR

Designed to protect wires, fuel and brake lines and other areas from extreme heat. Capable of reflecting radiant heat up to 500°F, Cool-Tube reduces temps by 43°.

DESCRIPTION	PART NO.
3/4" I.D. x 3"	010406



SPARK PLUG INDEXER

Designed for both flat and taper seat 14mm spark plugs. Once a plug is selected, it's placed in the indexer and the position of the ground electrode marked on the black anodized surface.

PART NO.
62160





CONVOLUTED TUBING

Flexible polyethylene tubing split for wire removal or insertion. Groups and protects wires from abrasion.



COLOR	10 FT 1/4" I.D.	25 FT 1/4" I.D.	10 FT 3/8" I.D.	25 FT 3/8" I.D.	7 FT 1/2" I.D.	25 FT 1/2" I.D.	5 FT 3/4" I.D.	25 FT 3/4" I.D.
Black	38090	38092	38180	38100	38580	38500	38780	38700
Red	38190	38192	38280	38200	38680	38600	38880	----
Blue	38260	38261	38360	38361	38560	38561	38760	----
Purple	-----	-----	38830	-----	38840	-----	-----	----



U-GROOVE PERFORMANCE SPARK PLUGS

Produce a larger spark for more power at high rpms. They improve throttle response and fuel economy and reduce fouling. Their purified Alumina insulator prevents arcing, and their machine-rolled threads protect heads.



PART NO.	RESISTOR	HEAT RANGE	INSULATOR	THREAD SIZE	REACH	WRENCH DIA	SHORTY	SOLD AS
0265	no	5	non-projected	14mm	.460"	5/8"	no	each
0274	no	4	projected	14mm	.460"	5/8"	no	each
0276	no	6	projected	14mm	.460"	5/8"	no	each
0416	yes	6	projected	14mm	.750"	5/8"	no	each
0576	yes	6	projected	14mm	.460"	5/8"	no	each
0786	yes	6	projected	14mm	.750"	5/8"	no	each

Autolite® See inside back cover for spark plug comparison chart



14MM RACING SPARK PLUGS

NGK racing spark plugs are built to withstand the severe mechanical and thermal shock associated with high-revving, high-compression engines. NGK racing plugs feature electrode materials-precious metals like platinum or gold/palladium-for greater durability and low voltage requirements. Fine-wire center and ground electrodes provide better sparking and enhanced ignitability. And, the special arrangement of insulator noses improves throttle response! So, what's firing your race car to the winner's circle? Whether you're a weekend warrior or an expert racer, rocket your way to victory with racing spark plugs from NGK-the people who spark winners! **Electrode core = Copper. Electrode tip = Nickel Alloy.**



PART NO	STOCK NO	REACH	HEX	SEAT	MODEL	INSULATOR
2746	R5670-6	.375"	13/16"	Gasket	Non-Resistor	Projected
2891	R5670-7	.375"	13/16"	Gasket	Non-Resistor	Projected
3354	R5670-8	.375"	13/16"	Gasket	Non-Resistor	Projected
3332	XR5	.375"	13/16"	Gasket	Resistor	Projected
2405	R5673-6	.460"	5/8"	Tapered	Non-Resistor	Non-projected
2817	R5673-7	.460"	5/8"	Tapered	Non-Resistor	Non-projected
3249	R5673-8	.460"	5/8"	Tapered	Non-Resistor	Non-projected
3442	R5673-9	.460"	5/8"	Tapered	Non-Resistor	Non-projected
4050	R5673-10	.460"	5/8"	Tapered	Non-Resistor	Non-projected
4449	R5674-6	.460"	5/8"	Tapered	Non-Resistor	Projected
5034	R5674-7	.460"	5/8"	Tapered	Non-Resistor	Projected
5657	R5674-8	.460"	5/8"	Tapered	Non-Resistor	Projected
6630	UR4	.460"	5/8"	Tapered	Resistor	Projected
2771	UR5	.460"	5/8"	Tapered	Resistor	Projected
3951	TR55	.691"	5/8"	Tapered	Resistor	Projected
1049	B8EFS	.708"	5/8"	Tapered	Non-Resistor	Non-projected
7317	R5724-8	.708"	5/8"	Tapered	Non-Resistor	Projected
7891	R5724-9	.708"	5/8"	Tapered	Non-Resistor	Projected
2238	TR5	.708"	5/8"	Tapered	Resistor	Projected
4177	TR6	.708"	5/8"	Tapered	Resistor	Projected
7938	BKR5E	.750"	5/8"	Gasket	Resistor	Projected
7373	FR5	.750"	5/8"	Gasket	Resistor	Projected
4091	R5671A-7	.750"	5/8"	Gasket	Non-Resistor	Non-projected
4554	R5671A-8	.750"	5/8"	Gasket	Non-Resistor	Non-projected
5238	R5671A-9	.750"	5/8"	Gasket	Non-Resistor	Non-projected
5820	R5671A-10	.750"	5/8"	Gasket	Non-Resistor	Non-projected
6596	R5671A-11	.750"	5/8"	Gasket	Non-Resistor	Non-projected
7173	R5672A-8	.750"	5/8"	Gasket	Non-Resistor	Projected
7405	R5672A-9	.750"	5/8"	Gasket	Non-Resistor	Projected
7942	R5672A-10	.750"	5/8"	Gasket	Non-Resistor	Projected
5962	R6061-10	.750"	13/16"	Gasket	Non-Resistor	Non-projected



CHAMPION PLATINUM POWER SPARK PLUGS

Platinum Power offers features you won't find on standard plug designs, including a copper core center electrode tapered to a platinum tip. This is combined with a Champion-exclusive tapered, copper core side electrode for improved ignitability and longer plug life, and projected core nose that provides more power and smoother idle.

CHAMPION		J-Gap		Fine Wire J-Gap		Cut Back Ground		Angled Ground-Fine Wire	Retracted Gap	Surface Gap
		Projected	Non Projected	Projected	Non Projected	Projected	Non Projected			
"V" Series Thread: 14mm Reach: .460" Conical Seat Hex: 5/8"		RV9YC/400	V63C/802	8018/8018** V63Y/265	V61/263					
		V59YC/672 V57YC/671	V59C/670 V57C/669 V55C/668							
"S" Series Thread: 14mm Reach: .708" Hex: 5/8"		RS9YC/304		8304/8304** 8401/8401**		S63HX/1024 S61HX/1022 S59HX/1020 S57HX/1019 S55HX/1018		S63A/1023 S61A/1021		
		S63YC/281 S61YC/280 S59YC/685 S57YC/684	S61C/286 S59C/683 S57C/682 S55C/681 S53C/697					S57A/ S55A/1017		
"C" Series Thread: 14mm Reach: .750" Hex: 5/8"				8071/8071**		C63HX/1016 C61HX/1014 C61HCX/1003* C59HX/1011 C59HCX/1001* C57HX/1010 C57HCX/1000*	C63CX/298 C61CX/297 C59CX/296	C63A/1015 C61A/1013 C59A/256		
		C65YC/284 C63YC/796 C61YC/794 QC61YC/1027 C59YC/792 QC59YC/1007 C57YC/791	C61C/785	C63Y/279 C61Y/278 C59Y/277 C57Y/276	C61/688 C59/687 QC59/1026 C57/686 QC57/1025 C55/693		C67CX/295 C55CX/294 C53CX/293	C57A/255 C55A/254	C55R/695	C53VC/694

Indexing Spark Plugs

Race engine designers who desire specific spark plug indexing can refer to the chart below to achieve desired ground electrode position.

DO NOT OVER-TORQUE or UNDER-TORQUE plugs to achieve desired ground position. Serious engine and/or plug damage may occur.

Spark Plug Thread and Pitch	Spark Plug Rotation and Required Gasket thickness			
	1/4 turn	1/2 turn	3/4 turn	Full revolution
10mm x 1.0mm*	.010"	.020"	.030"	.040"
12mm x 1.25mm*	.0125"	.025"	0.0375"	.050"
14mm x 1.25mm*	.0125"	.025"	0.0375"	.050"
18mm x 1.5mm*	.015"	.030"	.045"	.060"
7/8" x 18mm*	.0145"	.029"	.0435"	.058"

* Indexing table to be used as a GUIDE only, individual engine conditions may effect desired results



HEMI TUBE WELL COVERS

Tube well Covers, Black

DESCRIPTION	PART NO.
426 Hemi, set of 8	44300

CHROME TUBING

Exclusive Taylor chrome process will not chip or peel. Multiple sizes available.

DESCRIPTION	PART NO.
1/4" ID x 41" length	39001
3/8" ID x 41" length	39002
1/2" ID x 41" length	39003
3/4" ID x 41" length	39004



SPARK PLUG INDEXING WASHERS

Designed for use on all 14mm spark plugs with 5/8" hex. Three thicknesses in each package, one will correct the electrode placement on any plug and simplify the time consuming task of spark plug indexing. Precision stamped from copper for perfect sealing and heat transfer. Use with Moroso spark plug indexing tool below. 30 per pack, 10 each size.

DESCRIPTION	PART NO.
Tapered, 14MM	71900
Flat Seal, .043", .050", .064"	71910



Engine Works Distributor Cutaway

- 1** The race proven adjustable mechanical advance is top mounted for easy access. It features a cam plate and weights that are precision stamped and blanked for precise accuracy of dimension and balance. The cam plate is TIG welded to the top of the shaft assembly and the weight pivot pins are stacked and TIG welded in place on the cam plate for reliable performance and long term durability. The whole assembly receives a nitrocarburized surface treatment, which greatly hardens and strengthens the surface, while reducing friction as well as providing a corrosion resistant finish. The weights ride on nylon rub pads in the cam plate to ensure long term smooth advance movement. Three (3) sets of advance springs and four (4) stop bushings are supplied allowing the advance curve to be custom tailored to match the specific requirement of your engine.



- 2** The high output, race reliable magnetic pickup is bolted to the base of the distributor. A finely tuned paddle wheel reluctor is mounted on the shaft assembly. This system generates an accurate trigger signal at all RPM levels, ensuring reliable performance from cranking to redline.



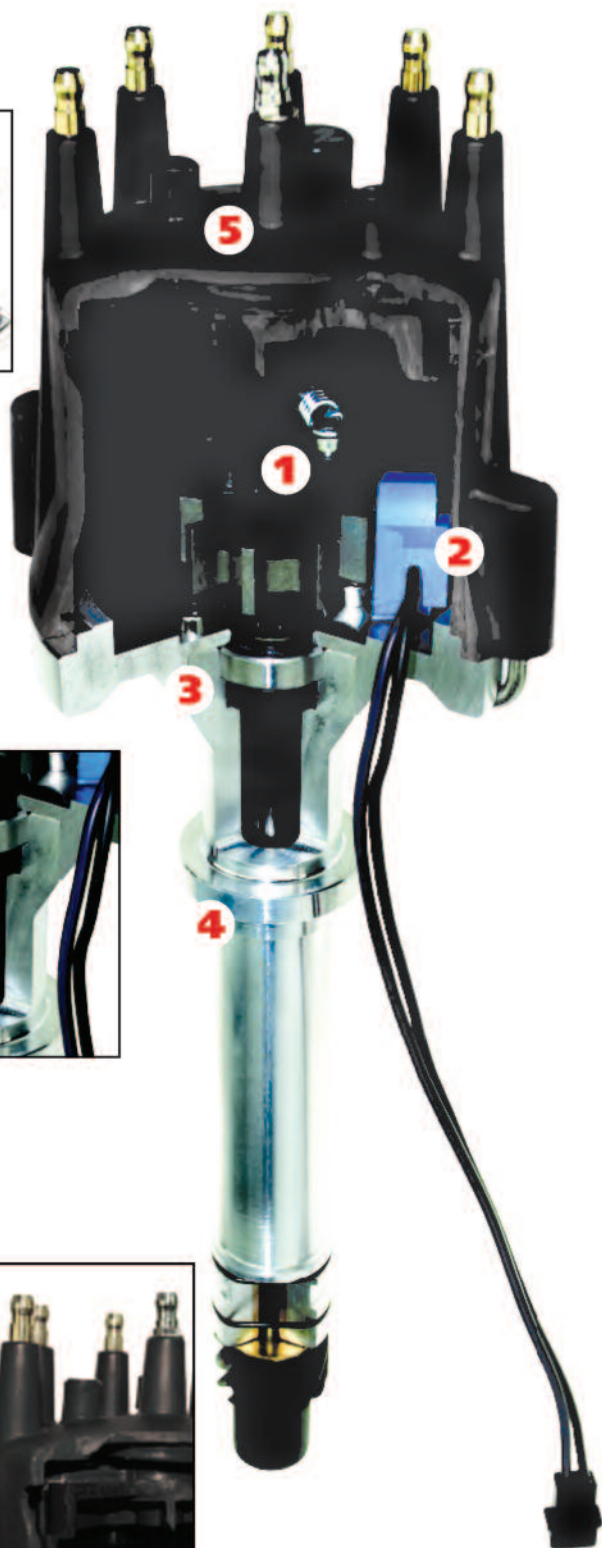
- 3** The shaft is centerless ground, then polished and also receives the same friction reducing and corrosion resistant coating. The shaft rides on an upper sealed ball bearing and an extra long lower sintered bronze Oil-Lite bushing. This ensures both smooth and reliable operation up to 10,000 RPM as well as a much longer service life than other distributors with steel or polymer bushings.



- 4** CNC machined 6061-T6 heat treated 2-piece housing starts with a hot forged process which goes beyond a normal billet process to ensure that there are no weak spots or porosity and produces the strongest possible flex free parts. This ensures accurate machined tolerances as well as a good looking finished distributor.



- 5** The distributor cap, rotor and wire retainer are molded with a glass reinforced polyester material (PBT), which offers high dielectric strength, resistance to carbon tracking as well as high impact strength for improved long term durability and extended service duty life. The cap and rotor contacts are brass and the rotor spring is stainless steel for long term maximum conductivity.





OUTLAW SERIES DISTRIBUTORS & ACCESSORIES

- Made from 6061 aluminum. The aluminum is hot forged, not cast
- Each unit is fully machined on multi-axis CNC machines
- Sealed ball bearing in the upper housing
- .500" coated steel shaft
- Measured at an independent site, Engine Works distributors maintain a more accurate retard at higher RPM than the competition (1° retard vs. 2°)
- Each unit is tested for thermal shock and RPM accuracy

DISTRIBUTOR

CAP

ROTOR

COIL

GEAR

1
Chevrolet V8
w/Mech. Advance



16000RD



16050R



16551



16111

1BK
Chevrolet V8
w/Mech. Advance,
Black Cap



16000BK



16050R-BK



16551



16111

1RTR
Chevrolet V8 -
CD Ready to Rock



16000RD



16050R



16551



16111

1RTR-BK
Chevrolet V8 -
CD Ready to Rock
Black Cap



16000BK



16050R-BK



16551



16111



OUTLAW SERIES DISTRIBUTORS & ACCESSORIES

DISTRIBUTOR

CAP

ROTOR

COIL

GEAR

1VAC
Chevrolet V8
w/Vacuum Adv.



16000RD



16050R



16551

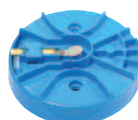


16111

1VOR
Chevrolet Vortec V8
w/Aluminum
Housing



16051C



16051R



16553



16110

1SC
Chevrolet V8
w/Mech. Adv, single
pick-up with slip
collar



16000RD



16050R



16551



16111

3
Ford 5.0 TFI
w/o Module 91-95



16054C



16054R



16567



16117

3MOD
Ford 5.0 TFI
w/Module 86-93



16054C



16054R



16567



16117



OUTLAW SERIES DISTRIBUTORS & ACCESSORIES

DISTRIBUTOR

CAP

ROTOR

COIL

GEAR

3RTR-289
Ford 302/289 -
CD Ready to Rock



16001RD



16050R



16551



16114

3RTR-351C
Ford 351C -
CD Ready to Rock
also 400,429-460



16001RD



16050R

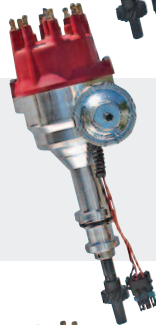


16551



16116

3RTR-351W
Ford 351W -
CD Ready to Rock



16001RD



16050R



16551



16115

3-289
Ford 302/289
w/Mech Advance



16001RD



16050R



16551



16114

3-351C
Ford 351C
w/Mech Advance
also 400, 429-460



16001RD



16050R



16551



16116



OUTLAW SERIES DISTRIBUTORS & ACCESSORIES

DISTRIBUTOR

CAP

ROTOR

COIL

GEAR

3-351W
Ford 351W
w/Mechanical
Advance



16001RD



16050R



16551



16115

3-58
Ford 5.8 TFI
w/o Module
94-97 truck



16054C



16054R



16567



16118

3-58M
Ford 5.8 TFI
w/Module
84-91 truck



16054C



16054R



16567



16118

4-318
Chrysler
273-318
w/Mech Adv - "LA"



16056C



16056R



16551



NA

4RTR-318
Chrysler
273-318
RTR - "LA"



16056C



16056R



16551



NA



OUTLAW SERIES DISTRIBUTORS & ACCESSORIES

DISTRIBUTOR

CAP

ROTOR

COIL

GEAR

4-383
Chrysler 383/400
Short Deck
w/Mech Adv - "B"



16056C



16056R



16551



NA

4RTR-383
Chrysler 383/400
Short Deck
RTR - "B"



16056C



16056R



16551



NA

4-440
Chrysler
426/440 Tall Deck
w/Mech Adv - "RB"



16056C



16056R



16551



NA

4RTR-440
Chrysler 426/440
Tall Deck
RTR - "RB"



16056C



16056R



16551



NA

5RTR
Cadillac V8
CD
Ready to Rock



16000RD



16050R



16551



16111



STREET/STRIP HEI DISTRIBUTORS

DISTRIBUTORS

CAP

ROTOR

COIL

DUST COVER

165100
Chevrolet HEI
In-Cap Coil Distributor



16501C



16501R



16554



16501D-BK

165101
Chevrolet HEI
In-Cap Coil Distributor



16501C



16501R



16554



16501D

165102
Chevrolet HEI
In-Cap Coil Distributor



16501C-BK



16501R-BK



16554



16501D-BK

165103
Chevrolet HEI
In-Cap Coil Distributor



16501C-BL



16501R-BL



16554



16501D-BL

FORD HEI STREET/STRIP 1-PIECE

- Internally positioned coil and module that avoids the unsightly wiring of stock Ford electronic ignition systems
- Higher voltage spark that permits a bigger spark plug gap, resulting in more power and reduced plug fouling
- Includes a high-power coil, premium hi-dielectric cap with brass terminals and a low-saturation ignition module - Blue cap
- Assembled with upper and lower bushings



PART NO.	DESCRIPTION
16519	Ford 289-302
16531	Ford 351C-400M, 429, 460
16532	Ford 351 Windsor

PONTIAC/ OLDSMOBILE HEI ELECTRONIC

- Includes 50,000 Volt Coil
- Red cap

PART NO.	DESCRIPTION
16514	SB & BB Pontiac (1974-80)
16515	Oldsmobile V8

- 1987-97 GM Trucks and 1987-93 cars
- Used in applications with external coil
- Small sized premium quality cap with brass terminals
- Highly polished die-cast aluminum shaft for a billet look

PART NO.
16521



16514





DURAFIRE DISTRIBUTORS

Complete Bolt-In Replacements for HEI Chevrolet V8 engines. Now there's no need to build your own high-output distributor that you can tune for non-computerized HEI Chevy V8's. The ignition experts at Moroso have done it for you!

Moroso's new DuraFire Distributors come equipped with everything needed to customize the ignition timing curve for your particular street/strip application. It features several high-output components including Moroso's ProCoil that provides more complete combustion for easier starts, smoother idle, improved acceleration and more horsepower!

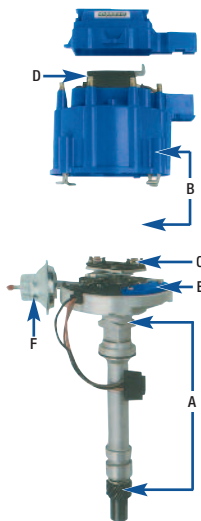
Included: High-Output Module, Mechanical Advance Curve Kit, HEI Cap & Rotor, High-Output ProCoil & Cover, option of Adjustable Vacuum Advance



PART NO.	APPLICATION
72231	GM HEI, V8, w/out Vacuum Advance

Check out the features:

- One-piece aluminum housing is cleanly machined for neat appearance; steel shaft and gear provide concentric operation
- HEI Distributor Cap and Rotor are precision molded from advanced polymers with solid brass contacts and low-resistance center coil brush
- Mechanical Advance Curve Kit with extra springs allow you to recurve your distributor for full advance at optimum RPM; precision stamped weights, welded pins and center plates with smooth edges eliminate erratic timing
- Moroso's ProCoil combines low oxygen, high-conductivity magnet wire, high-silicon core material, and non-porous epoxy impregnation to produce extremely high current and extended duration for increased spark energy
- High-Output Module delivers high spark output and extended reliability
- Adjustable Vacuum Advance (available on No. 72230) allows you to dial in as much spark advance as conditions permit; built-in stop prevents the adjustment screw from backing out



REPLACEMENT PARTS:

ADVANCE CURVE KITS

- "Recurve" your distributor for full spark advance at the optimum RPM
- Three sets of advance springs allow you to adjust the rate of spark advance
- Weights and centerplates precision stamped with smooth edges eliminate erratic timing
- Comes with complete installation instructions

PART NO.	APPLICATION
72300	GM HEI Distributors
72310	All 57-75 GM/Delco Non-HEI



PRO-BILLET READY-TO-RUN CHEVY V8 DISTRIBUTOR

The perfect upgrade for outdated points distributors or bulky HEIs. Connect three wires and the coil and installation is complete. Supplied with cap, rotor and vacuum advance.

PART NO.

8360

PRO-BILLET CHEVY V8 DISTRIBUTOR

This is MSD's most popular performance distributor! The high output magnetic pickup is the most accurate way to trigger your ignition. Must be used with an MSD 6, 7, 8 or 10 Series Ignition. Supplied with cap and rotor.

DESCRIPTION	PART NO.
Chevy V8	85551
Chevy V8 w/Slip Collar	85561
Chevy V8 w/Locked-Out Timing	85501

LOW PROFILE TALL BLOCK CRANK TRIGGER DISTRIBUTOR

Designed for racing engines that use a crankshaft triggered ignition and fit in tight quarters. Billet Aluminum housing. Chevy V8 w/HEI-Style Terminals applications.

PART NO.

8558

PRO-BILLET CORVETTE TACH DRIVE DISTRIBUTOR

Replaces Corvette's Magna-Pulse Distributor. Must be used with an MSD 6, 7, 8, or 10 series ignition. Supplied with cap & rotor.

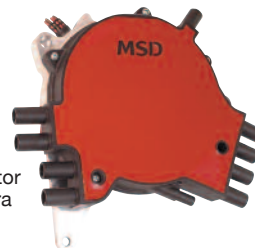
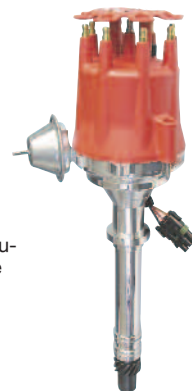
PART NO.

8572

PRO-BILLET LT1 DISTRIBUTORS

Different from OEM, MSD's pickup is an advanced optical encoder, which is stable during extreme RPM. Once installed, you can adjust the ignition timing +/-5° with just the turn of a screw--an industry first! The distributor is also equipped with a fresh-air vent and extra thick mounting surface to eliminate leaks.

PART NO.	APPLICATION
8381	GM LT-1 94-96 late model
83811	GM LT-1 5.7L 93-94





PRO-BILLET GM HEI DISTRIBUTOR

MSD engineers created a unique ignition module and internal coil that are capable of running above 9,000 rpm. The MSD module produces 50% more current than stock units and delivers a much more precise timing signal as well as dwell control. Designed to replace GM HEI Distributors that use a 4-pin ignition module.

PART NO.
8365



PRO-BILLET READY-TO-RUN GM V8 LATE MODEL DISTRIBUTOR

Drop-in replacement for GM V8s using small cap distributor. Cars from 87-93, trucks from 87-95.

PART NO.
8366



STREET FIRE GM V8 HEI DISTRIBUTOR

Features include Magnetic Pickup and Vacuum/Mechanical Advance. High voltage is transferred through a specially designed rotor to the brass terminals of the distributor cap and out to the plugs.

PART NO.
8362



PRO-BILLET SMALL DIAMETER DISTRIBUTORS

Small base diameter for extra clearance. Magnetic Trigger and Mechanical Advance. Housing is machined from high-quality 6061-T6 aluminum for durability and show-quality looks.

PART NO.	APPLICATION
8570	Chevy V8
8577	Ford 351C-460
8578	Ford 351W
8579	Ford 289-302



PRO-BILLET READY-TO-RUN DISTRIBUTOR

All that is required is to install the distributor in the engine, and connect three wires and the coil! A maintenance-free magnetic pickup accurately triggers this ignition with increased output from the amplifier, easily outperforming stock ignitions. It will smooth out the engine's idle, improve starting, and perform at a much higher rpm. The housing is machined from billet 6061-T6 aluminum.

PART NO.	APPLICATION
8393	Chevy 58-65, 5.7L/348, 6.7L/409



BILLET FORD V8 DISTRIBUTOR

Equipped with a large cap with spark plug style terminals to prevent crossfire. Must be used with a MSD 6, 7, 8 or 10 Ignition. Supplied with a cap and rotor.

DESCRIPTION	PART NO.
Ford 351C, 351M, 400, 429, 460	8580
Ford 289, 302	8582
Ford 282, 302 w/steel gear	8598
Ford 351W	8584



PRO-BILLET READY-TO-RUN FORD DISTRIBUTOR

The perfect upgrade for bulky DuraSpark systems or ancient breaker point models. All you need to do is drop it in, connect three wires and fire up the engine. Each unit includes vacuum advance.

DESCRIPTION	PART NO.
SB Ford	8352
BB Ford C/M/Boss 429/460	8350
351W	8354



READY-TO-RUN FORD FE & Y-BLOCK DISTRIBUTOR

Simple installation, just connect 3 wires. Features vacuum advance & mechanical advance assembly.

DESCRIPTION	PART NO.
Ford 352, 360, 390, 427, & 428	8595



SUPER TALL BLOCK CRAB CAP CRANK TRIGGER DISTRIBUTOR

Chevy V8 HEI Crab Cap applications.

PART NO.
8486



PRO-BILLET OLDS V8 DISTRIBUTOR

To accurately trigger the ignition, a high output magnetic pick-up is bolted to the base. This trigger pick-up produces a precise trigger signal that will never vary more than 1°.

PART NO.
8566





FORD 351W WITH VICTOR JR BILLET DISTRIBUTOR

Designed to fit 351W with Edelbrock Victor Jr. intake manifold. Magnetic Trigger, Mechanical Advance

PART NO.
85805

PRO-BILLET FORD LATE MODEL DISTRIBUTOR

When you start making serious power with your EFI Ford, the stock distributor shaft is one of the weak links. MSD's Pro-Billet models answer the need for an affordable replacement in a strong and great looking package.

DESCRIPTION	PART NO.
Ford 5.0L 1986-1993	8456
Ford 5.0L 1994-1995	8455

PRO-BILLET FORD FE DISTRIBUTOR

A magnetic pick-up triggers your MSD ignition control accurately at any RPM. Supplied with cap & rotor. Does not accept a vacuum advance or cap-a-dapt.

DESCRIPTION	PART NO.
Ford 332, 352, 360, 390, 406, 410, 427, 428	8594

BILLET FORD 2.3L DISTRIBUTOR

Features an aluminum housing that is CNC machined to closer tolerances than any conventional cast distributor. Adjustable mechanical advance on top of the distributor base that can be easily tailored to any engine by changing the top bushing and advance springs.

PART NO.
8473

PRO-BILLET FORD STREET DISTRIBUTOR

A magnetic pick up produces accurate trigger signals that remain stable throughout the entire RPM range and is completely maintenance free.

DESCRIPTION	PART NO.
Ford 289, 302	8479

BILLET CHRYSLER V8 DISTRIBUTOR

Features an aluminum housing CNC-machined from solid billet for tight tolerances and high strength. Must be used with a MSD 6, 7, 8 or 10 Ignition Control. Supplied with a cap and rotor. Does not accept a vacuum advance.

DESCRIPTION	PART NO.
273, 318, 340, 360	8534
383, 400	8545
426, 440	8546



CRAB STYLE CAP CHEVY V8 DISTRIBUTOR

Equipped with a special low profile crab style cap to fit in extremely tight areas. Must be used with a MSD 6, 7, 8 or 10 Ignition and Crank Trigger. Supplied with cap, rotor and bronze gear.

PART NO.
8489

PRO-BILLET CHEVY V8 STREET DISTRIBUTOR

Shares the same features as #8360 except it must be used with an MSD ignition control. Cap and rotor not included. Chevy V8 with magnetic trigger.

PART NO.
8361

PRO-BILLET BUICK V8 DISTRIBUTOR

Uses a high output magnetic trigger to fire an MSD ignition control. An adjustable mechanical advance mechanism is mounted on top of the shaft. A variety of advance stop bushings and springs are supplied so you can dial-in a custom curve.

PART NO.
8517

PRO-BILLET PONTIAC V8 DISTRIBUTOR

Special features include a fully adjustable mechanical advance assembly. Advance mechanism can also be easily locked-out. Must be used with a MSD 6, 7, 8 or 10 Ignition. Supplied with a cap and rotor. Pontiac V8 326-455.

PART NO.
8563

READY-TO-RUN PONTIAC V8 DISTRIBUTOR

Easy to wire with only 3 wires. Includes mechanical advance that can be adjusted easily. Also has a vacuum advance canister.

PART NO.
8528

PRO-BILLET SB/BB CHEVY CRANK TRIGGER DISTRIBUTOR

PART NO.	APPLICATION
84697	SB/BB Chevy w/mechanical advance





CHEVY V8 HEI DISTRIBUTOR

Chevrolet V8 Engines 262-400 and 396-502. 100% All New from Cap to Gear. CNC-Machined 356 T-6 Aluminum Housings. High Performance Mallory Electronics. Red Cap and Rotor with Brass Inserts. Direct Plug-in Replacement with OE Factory-type Harness Connectors. HEI Coil provides Higher Output for Higher RPM with Quicker Response. High Performance Adjustable Mechanical and Vacuum Advance.



DESCRIPTION	PART NO.
With Mallory 29212 Perf. Coil	8548201C

COMP S/S 32 SERIES

- CNC machined billet housing
- Ball bearing upper and bushing lower for maximum stability and RPM
- 208 style cap w/wire retainer - 20% more cross-fire resistant
- 2 Wire Ford Style Magnetic Pick-up and Reductor
- Trigger Style Distributor Requires a CD Ignition System
- Easy to Adjust Mechanical Advance



APPLICATION	PART NO.
55-96 Chevy V8-RH 262-454, 502 exc. 55-74 Corvette w/mech tach, 348-409, Rocketblock, Tall Block, & Merlin/Superblock	3248201



HEI ELECTRONIC RACING DISTRIBUTOR WITH COIL

DESCRIPTION	PART NO.
SBC, BBC. Includes 50,000 volt coil	66941BK
Ford 351C-400M, 439-460, black cap	66980BK



FLAME THROWER BILLET DISTRIBUTORS PLUG-N-PLAY TECHNOLOGY!

Now you can upgrade your outdated points, stock electronic or aftermarket distributor with a performance proven distributor that features the patented Ignitor II electronic ignition module. Housings are CNC machined from 6061 T-6 aluminum and polished to a show quality finish. Ignition energy is sustained with less heat build-up in the coil and module because peak current level is reached just prior to spark. Compatible with most coils.



APPLICATION	PART NO.
SB/BB Chevy Billet Distributor Black Cap	D100700
SB/BB Chevy Billet Distributor Red Cap	D100701



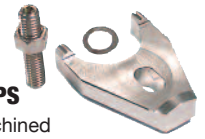
HEI ELECTRONIC DISTRIBUTOR WITH 50K COIL

DESCRIPTION	PART NO.
Chevy HEI Electronic Distributor with 50,000 Coil - Red Cap	R3925



HEAVY DUTY ALUMINUM HOLD DOWN CLAMPS

Fits Chevy SB, BB, and V6/90. Heavy-Duty machined aluminum. Includes clamp, stud, nut and washer.



DESCRIPTION	PART NO.
Billet Aluminum	16165
Blue Anodized	16167
Red Anodized	16166



R9126

DISTRIBUTOR CLAMPS

DESCRIPTION	PART NO.
Chrome, Chevy V8 1963-up, OEM Style	R4116
Billet Aluminum, SB Chevy	R5116
Chrome, Chevy V8 1963-up, Competition Style	R9126
Chrome, Ford Distributor Clamp - OEM Style	R4455



DISTRIBUTOR HOLD-DOWN KITS

Competition Kit features rolled edges for extra strength. Ideal for use on magnetos as well as standard and electronic ignition distributors. Complete with bolt or stud mounting, flat and lock washers, nut and distributor gasket. Chrome plated finish. Standard Kit replaces stock unit.



DESCRIPTION	PART NO.
Chevy SB/BB, Competition Kit, Stud Mount	6197
Chevy SB/BB, Standard Kit, Bolt Mount	1009
Ford 260-351W Competition clamp w/stud & nut	2502
Ford, Small Block/351W, Bolt Mount	9860



DISTRIBUTOR HOLD DOWN

Fits all MSD Pro-Billet Chevy distributors and the Pro-Mags. Includes mounting stud, lock washer & nut.

DESCRIPTION	PART NO.
Billet aluminum, Ford SB/Boss/Cleveland/Modified	8010
Billet Steel black SB/BB Chevy	8110



DISTRIBUTOR HOLD DOWN CLAMPS

Includes stud, washer and nut.

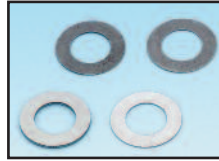
DESCRIPTION	PART NO.
All V8 & 90° V6 Chevy engines, Gold Iridite	26200
All V8 & 90° V6 Chevy engines, Chrome	26210





DISTRIBUTOR GEAR SHIM SET

Fits GM, Mopar & most Fords. Contains two-.010", one-.020". one-.050" for 1/2" diameter.



PART NO.
2820

DISTRIBUTOR SHIM & BUSHING KIT

Raises distributor .125", shims are one each of .030", .060", .090" nylon material. Fits SB and BB Chevy.



PART NO.
2822



DISTRIBUTOR GEAR SHIM KIT

Includes two .010", two .020" and one .053" shims.



PART NO.
26140

DISTRIBUTOR SHIM KIT

Includes one each .030", .060" and .100" shims.



PART NO.
26150



OUTLAW DISTRIBUTOR CAPS

For Engine Works Outlaw Series #1 Distributors



DESCRIPTION	PART NO.
Black	16000BK
Red	16000RD

CAP & ROTOR KITS

Manufactured from high quality alkyd material to withstand high voltages. Utilizes low resistance copper/brass terminals. Bright red finish.



DESCRIPTION	PART NO.
GM HEI cap, coil cover & rotor	16540



DISTRIBUTOR CAPS

208M

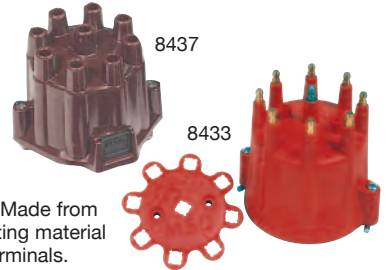


DESCRIPTION	PART NO.
32 series distributor	208M
YL8 auto. stack, vented	209M
YL for 25, 26, 37, 38 & 50 series with flat cap	221
81-84, 85-89 series, SuperMag, Magneto	29745



DISTRIBUTOR CAPS

MSD Extra Duty distributor caps are designed with performance in mind. Made from high quality, voltage insulating material and uses low resistance terminals.



DESCRIPTION	PART NO.
Chevy V8 std. Alkyd	8437
GM V8 HEI Tower Window Cap w/ Wire Retainer	8433
GM HEI V8, red	8411
Late Model HEI, External Coil	8426
Pro-Billet Small Diameter Distributor	8431
Ford V8 HEI	8408
VW Distributor	8434
HEI style, Red, V8 marine ProBillet	8565

REPLACEMENT CRAB CAP

DESCRIPTION	PART NO.
90° boots, socket, set of 8	8541



MODIFIED DISTRIBUTOR CAP

DESCRIPTION	PART NO.
Civic/Integra LS '92-'00	82923



DISTRIBUTOR CAP & ROTOR KITS

DESCRIPTION	PART NO.
Fits GM 4.3L V6 with EFI	8430
GM LT-1 1193-94 SFI	8481
Ford V8 1985-95	8482

8482



CAP-A-DAPT

Crossfire, ionization & voltage leaks are common problems that can result from using high energy ignition systems with small, low quality caps & rotors. These problems are eliminated by adapting a large, 5-3/8" cap on to your MSD distributor.

DESCRIPTION	PART NO.
Cap-A-Dapt w/fixed rotor	8445
Replacement fixed rotor	8423
Black Distributor Cap-A-Dapt For Ford V8 HEI	84083





8467



8427

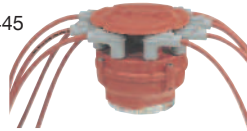


DISTRIBUTOR ROTORS

Molded from high quality, voltage insulating material that resists carbon tracking and ensures ignition spark reaches the spark plugs. Rotor tip made from low resistance brass.

DESCRIPTION	PART NO.
GM and MSD Race Rotor w/Window Caps	8467
GM and MSD HEI	8410
GM and MSD Small Cap HEI	8427
Ford and MSD 5.0L Late Model	8070
Ford large cap, Duraspark	8407
Rotor & Base for low profile distributor	8457
VW, Ford 2.3L	8470
Rotor for crab cap distributor	8567

7445



DISTRIBUTOR CAP & ROTOR

DESCRIPTION	PART NO.
Pro cap for most MSD distributors	7445
Cap & Rotor kit for V8 DuraSpark	8414
Cap & rotor kit for GM V8 HEI, Internal Coil OE	8416
Cap-A-Dapt, adjustable rotor	8420
Rynite Distributor Cap and Rotor Kit Standard MSD Distributor	84335

LT1 DISTRIBUTOR CAP AND ROTOR KIT

Finally a high-quality cap and rotor for the front mount LT1 distributor. LT1 fans have been searching for a cap to deliver the performance of the LT1, and MSD is happy to oblige. Changing the cap and rotor on this engine is no walk in the park so install the best parts possible. The all new cap housing is injection molded from a special Dupont material that provides extreme strength and high dielectric properties resulting in less chance of breakdown causing a misfire. The terminal paths are encased in a durable epoxy compound for even more protection.

DESCRIPTION	PART NO.
LT1	84811



DISTRIBUTOR ROTORS

DESCRIPTION	PART NO.
All YL non-vacuum, stack	309
All YL8 Unilite vacuum	322
37 & 38 series	335
RH for 81, 82, 84 series w/pro cap	29772

309



DISTRIBUTOR POINTS

DESCRIPTION	PART NO.
All YL non-vacuum, standard duty	25042



CONDENSER

DESCRIPTION	PART NO.
Accel point type distributors	400



GM HEI DISTRIBUTOR TUNE UP COMPONENTS

Includes absolutely everything needed to bring a stock distributor up to new performance standards including a 50,000 volt coil, premium cap and rotor.

PART NO.	DESCRIPTION
16501	Cap, Rotor and Coil kit, red



HEI REPLACEMENT CAP

Includes coil cover

PART NO.	DESCRIPTION
16501C	Red



ULTIMATE HEI GM KIT

Everything you need to make your early model GM HEI Distributor a great performance distributor. The kit is supplied with MSD's Digital 7.5 amp performance Module (PN 83645). Complete kit with a brass terminal Cap, Rotor, Module, Coil and dust cover.

PART NO.
8501



HEI DUST COVER

Allows removal of the stock HEI coil in the distributor cap in order to replace it with an externally mounted coil.

PART NO.
8401



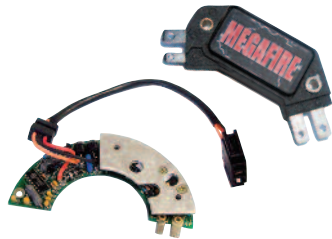
CH-181



IGNITOR® SOLID-STATE IGNITION SYSTEM

Delivers twice the voltage to the spark plugs. Electronics are molded in epoxy eliminating deterioration from dirt, oil, grease or moisture. Fits entirely inside the distributor.

APPLICATION	PART NO.
76-81, Chrysler, 8 cyl.	CH-181
Delco, 4 cyl.	1146A
Delco, Vacuum Advance, 6 cyl.	1162A
Delco, GM 57-74, 8 cyl., Magnet Ring Style	1181
Delco, GM 57-74, cw, 8 cyl.	1181LS
Ford, 4 cyl.	1244A
Chrysler, 8 cyl.	1381A
Ford 54-56, Y Block	1282
Ford, 49-53, 8 cyl.	1283
Marine, square tip	1581
Bosch, Neg Ground, 6V, 4 cyl.	1847V
Autolite IAT-4010, 6 cyl.	1569N24
Mallory, YL/HP/DP, 25, 26, 31, 32, 4 cyl.	ML-141
Mallory, YL/HP/DP, 25, 26, 31, 32, 8 cyl.	ML-181



HIGH PERFORMANCE IGNITION MODULE

Engineered with low saturation for maximum spark intensity.

DESCRIPTION	PART NO.
73-86 GM V8 HEI	16500-5
Pontiac Fiero	16501-5
HEI Replacement w/pig tail	16600



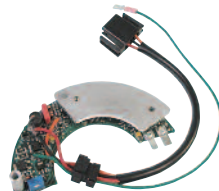
OUTLAW MAGNETIC PICKUP

DESCRIPTION	PART NO.
Magnetic Pick Up for Outlaw Series distributors	14661



DIGITAL HEI IGNITION MODULE

A direct plug-in for the 4-pin HEI module. Produces up to 7.5 amps of current. 9,000 RPM.



DESCRIPTION	PART NO.
Digital HEI ignition module with Rev Limiter	83647

REPLACEMENT MSD MAGNETIC PICKUP

PART NO.
84661



UNILITE BREAKERLESS IGNITION CONVERSION

Consists of an integrated photo coupler, a signal processor and a power switch.



DESCRIPTION	PART NO.
Replacement Module	605
Magnetic Ignition	609



HEI HIGH PERFORMANCE MODULE

Operates misfire-free up to a maximum of 7500 RPM.

PART NO.
D2000



HEI CONTROL MODULES

Fits most stock and modified GM HEI distributors. Solid state electronics provides high output and superior reliability. Dwell control circuit ensures long, consistent coil charging while current control circuit protects against coil overheating.

APPLICATION	PART NO.
4-pin HEI GM	35361



OUTLAW ADVANCE KIT

DESCRIPTION	PART NO.
Mechanical advance spring & bushing kit	14664



MSD DISTRIBUTOR ADVANCE KIT

DESCRIPTION	PART NO.
Distributor Advance, Mechanical, Bushing & Spring Set for MSD Distributor	8464

MSD DISTRIBUTOR WEIGHT KIT

Includes the needed components to make your distributor perform like it did when it was brand new.



DESCRIPTION	PART NO.
Includes weights, spacers, and weight pads	8628



ADVANCE CURVE KITS

DESCRIPTION	PART NO.
69-Up GM Delco	927G
GM Delco, 3 Spring Sets	928G
GM HEI 74-79 w/o engine computer	929G
65-Up Ford (most)	925D
59-Up Mopar	925B

DISTRIBUTOR GEARS

Engine Works distributor gears are machined from AMPCO-45 extruded bronze aluminum. Cast iron distributor gears are not compatible with 8620 billet cam material.



16110



16100*



*All Bronze Gears
Made In USA.



GM HEI ADJUSTABLE VACUUM ADVANCE

PART NO.

16509

VACUUM ADVANCE LOCKOUT

Molded lockout is the simple and inexpensive way to lockout Chevy mechanical advance distributors.

DESCRIPTION

Vacuum Advance Lockout

PART NO.

16508



VACUUM ADVANCE LOCKOUT

Allows you to easily remove the vacuum advance from MSD distributors that are CW rotation.

DESCRIPTION

Vacuum Advance Lockout

PART NO.

8468



CHROME VACUUM ADVANCE COVER

DESCRIPTION

Vacuum Advance Cover

PART NO.

R4973



PART NO.	ENGINE	MATERIAL	DISTRIBUTOR	DESCRIPTION	C.I. / LITER	SIZE
GM						
16100	Chevrolet	Bronze*	165100	OEM	all	.491"
16101	Chevrolet	Bronze*	1, 1RTR	Aftermarket	all	.500"
16101-6	Chevrolet	Bronze*	1, 1RTR	+ .006	all	.500"
16110	Chevrolet	Cast Iron	165100	OEM	all	.491"
16111	Chevrolet	Cast Iron	1, 1RTR	Aftermarket	all	.500"
16105	Pontiac	Bronze*	16514	OEM	all	.489"
FORD						
16113	SB Ford	Steel	3RTR-289, 3-289	Mechanical Advance & RTR	221-302	.467"
16117	SB Ford	Steel	3	Remote Module	(91-95) 5.0	.531"
16117	SB Ford	Steel	3RTR	Module	(86-93) 5.0	.531"
16116	SB Ford	Cast Iron	3RTR-351C	RTR	351C~460	.531"
16114	SB Ford	Cast Iron	3RTR-289	RTR	221-302	.467"
16115	SB Ford	Cast Iron	3RTR-351W	RTR	351W	.531"
16116	SB Ford	Cast Iron	3-351C	Mechanical Advance	351C~460	.531"
16115	SB Ford	Cast Iron	3-351W	Mechanical Advance	351W	.531"
16103	SB Ford	Bronze*	Aftermarket	Mechanical Advance	221-302	.467"
16114	SB Ford	Cast Iron	3-289	Mechanical Advance	221-302	.467"
16118	SB Ford	Steel - 16117 Iron - 16115	3-58	Remote Module	(94-97) 5.8	.531"
				Additional Iron Gear in Box		.531"
16118	SB Ford	Steel - 16117 Iron - 16115	3-58M	Module	(84-91) 5.8	.531"
				Additional Steel Gear in Box		.531"



DISTRIBUTOR GEARS

Increased outer hardened layer thickness (RC55-60).
Micro polished for smooth surface.



DESCRIPTION

PART NO.

Chevy, Bronze oversize for MSD distributor +.006

8472

Iron Chevy Gear, .500" ID

8531

Iron, Chevy, Melonized, Marine, .500 ID

8561

Bronze Chevy Gear, .500" ID

8471

Bronze, Ford 351C, 351M, 400, 429, 460, FE, .530 ID

8581

Bronze Ford 289, 302 Gear, .466" ID

8583

Bronze, Ford 351W, .531 ID

8585

Bronze, Pontiac V8, .500 ID

85631

Iron Ford 351C, 351M, 400

85812

Iron Ford 351W, .531 ID

85832

Steel, Non-EFI Ford 302 w/rollercam

85833

Steel, Ford EFI 302 w/roller cam (replacement for
MSD 8455 & 8456), also for MSD 351W distributors .531" shaft

85834



DISTRIBUTOR GEAR

Bronze, Chevy 262-454 Distributor Gear

PART NO.

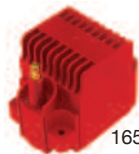
R3931





ENGINE WORKS COILS

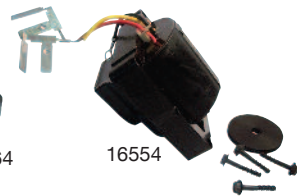
Higher voltage output by these coils results in more complete fuel burn, especially in high RPM applications.



16551



16564



16554

PART NO	DESCRIPTION	RESISTANCE	VOLTAGE
16550	High Output CD coil - heat sink	0.3 Ohms	48,000
16551	High Output CD coil - epoxy	0.4 Ohms	45,000
16552	Oil Filled Can Coil - Black	0.7 Ohms	45,000
16680	Oil Filled Can Coil - Chrome	1.4 Ohms	45,000
16554	GM HEI coil-in-cap	0.3 Ohms	48,000
16555	GM 1984-95 EFI OBD 1 coil	0.3 Ohms	45,000
16564	GM 1986-09 AC Delco style twin tower DIS	0.4 Ohms	44,000
16568	Ford 1991-03 4-tower DIS early design	0.6 Ohms	36,000



BLASTER 2 COILS

Metal canister, oil filled coil with alkyd top to prevent arcing between terminals insuring maximum voltage. For stock upgrade or MSD 5, 6 & 7 Series ignitions. Coil 8203 includes coil, coil boot, terminal and a ballast resistor for use on stock vehicles as well as ones equipped with an MSD ignition system.

8200



DESCRIPTION	PART NO.
Chrome for MSD & OEM ignitions, 45,000 Volts	8200
Red for MSD ignitions, 45,000 Volts	8202
Red for MSD & OEM ignitions, 45,000 Volts, w/ballast	8203
Red for Ford applications, 45,000 Volts	8205
Chrome universal coil bracket	8213

BLASTER 3 COIL

Coil tower design offers more secure coil wire attachment and better spark isolation than standard coil towers.

PART NO.

8223



BLASTER HIGH VIBRATION COIL

Withstands the harsh beating of off-road, dirt track or marine racing. Injected molded shell is potted with premium grade epoxy to completely encase the coils primary and secondary windings. The coil tower is made of alkyd material that prevents carbon tracking and arc over.

PART NO.

8222



AUTOMATIC COIL SELECTOR

Two ignitions, two coils, and a single pole, double throw switch are required.

PART NO.

8210



TACH ADAPTERS

Corrects most popular tach and fuel injection systems operation with MSD ignitions.



#8920



#8910

DESCRIPTION	PART NO.
For use on non-current limiting ignitions, originally equipped with a ballast resistor	8910
Designed for current limiting ignition systems (non-ballast resistor)	8910EIS
Distributorless Tach Driver	8913
Tach/Fuel Adapter, Magnetic Trigger Installations or Current Triggered Tachometers	8920
Tach Drive adapter, Tang to square drive	8491

PRO POWER HVC COIL

MSD's Pro Power HVC Coil is designed for racing applications with MSD 7 Series Ignition Control. With a combination of extremely low primary resistance and the efficient design of an E-Core coil, the HVC produces high voltage without compromising the current output. Due to this unique design, the Pro Power HVC is perfect for long duration racing events or on the street! The coil is held firmly between aluminum brackets and is supplied with tough vibration mounts. For use with MSD 7, 8 or 10 Plus Series Ignitions only.

PART NO.

8251

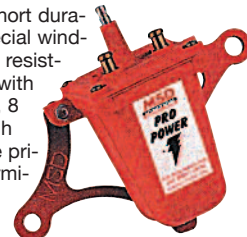


PRO POWER COIL

MSD's Pro Power Coil is the best choice for short duration applications such as drag racing. The special windings of the Pro Power Coil have extremely low resistance to produce the highest voltage possible with great spark energy when used with an MSD 7, 8 or 10 Series Ignition Control. To isolate the high voltage, the coil wire tower rises tall above the primary terminals and uses a spark plug style terminal for a firm connection to the coil wire.

PART NO.

8201





GM HEI COIL

HEI owners now have a choice to replace their stock coil with the MSD High Energy Unitized Coil for GM HEI Distributors. This coil is a direct replacement of the stock coil and offers increased spark energy when used with the MSD HEI Module 8364. Coil features special low inductance, high temperature windings that charge faster to give you increased spark energy at higher RPM. Premium epoxy-filled construction is designed to withstand harsh race applications as well as daily wear and tear.



PART NO.
8225

BLASTER TFI & GM COILS

Increased turns ratio plus lower primary resistance than your stock coil. Works with stock TFI ignition systems as well as MSD-equipped cars and trucks.



DESCRIPTION	PART NO.
GM 48,000 V	8226
Ford 48,000 V	8227

GM SINGLE CONNECTOR COIL

Used on 96-99 GM vehicles.



PART NO.
8231

GM DIS COIL

Used on vehicles from the mid 1980s to late 1990s.



PART NO.
8224

DODGE COIL

Late model Dodge, 2-pin connector.



PART NO.
8228

4-TOWER COIL

MSD offers these two 4-tower coils as replacements for a variety of years ranging from 1994-2003 on vehicles including Mitsubishi, Neon, Talon and others. The difference is the wiring connector.



DESCRIPTION	PART NO.
Flat terminals	8239

FORD 4-TOWER COIL

DOHC/SOHC
1995-98 4.6L



PART NO.
8241



MSD 6 HVC COIL

Designed exclusively for and must be used with the HVC Professional Racing Ignition Control.

PART NO.
8250



HVC PRO POWER 2 COIL

Use with series 7 ignition controls.

PART NO.
8261



BLASTER HVC COIL

Designed to produce maximum power with a MSD 6 Series Ignition Control.

PART NO.
8252



BLASTER HVC 2 COIL

New coil technology to be used with the MSD 6 series line for incredible voltage and high current.

PART NO.
8253



BLASTER SS COIL

MSD's efficient coil windings are designed to produce high amounts of current without sacrificing the voltage output. Secondary windings are wound on a segmented bobbin that improves placement and distribution of the high voltage. May be used with stock or CD ignitions.

PART NO.
8207



REMOTE SUPER COIL

APPLICATION	PART NO.
87-95 GM, 48,000 V	140011



4-TOWER STYLE EDIS SUPER COIL PACK

APPLICATION	PART NO.
89-99 Ford EDIS, 42,000 V	140018





CANISTER STYLE IGNITION COILS

Feature an oil-filled design and an arc-resistant alkyd top for superior performance, insulation, and cooling.

APPLICATION	PART NO.
Round, Oil Filled, Chrome, 51,000 V	29216



PROMASTER CLASSIC SERIES COIL

Glass-filled polyester case and oil-filled construction to ensure a long life and no energy loss from arcing. This series also offers better wire retention with a spark plug type secondary post, and brass contact terminals.

APPLICATION	PART NO.
Black, 55,000 V	29440



FLAME THROWER HIGH PERFORMANCE COIL

Maximizes energy and reliability over the full RPM range. Delivers an average of 15% more spark energy and voltage. Increases gas mileage. Fits existing brackets.

DESCRIPTION	PART NO.
Chrome Oil Filled, 1.5 ohm	40001
Black Oil Filled, 1.5 ohm	40011
Black Epoxy, 1.5 ohm	40111
Black Oil Filled, 3.0 ohm	40511



FLAME THROWER II HIGH PERFORMANCE COIL

45,000 volt high performance coil. For use with our Ignitor II ignition system. 0.6 ohm resistance. Chrome or O.E.M. black (for that stock look), or epoxy for harsh conditions. Compatible with capacitive discharge systems (CD box). 4, 6, or 8 cylinder for city and racing.

DESCRIPTION	PART NO.
Chrome Oil Filled	45001
Black Oil Filled	45011



FLAME-THROWER III 45,000 VOLT CANISTER COILS

It is an ultra low resistance (0.32-ohms) 45,000-volt coil. These new canister style coils were engineered to charge to peak current typically 30-70% faster than the other coils. This means maximum spark energy is sustained to higher engine RPM. These coils are compatible with both the Ignitor II and Ignitor III electronics.

DESCRIPTION	PART NO.
Black Oil Filled	44011



FORD SUPER COILS

Turns ratios to deliver 10-15% more energy than the OEM coils. Specialized high temperature epoxy resists shock and vibration, while increasing thermal conductivity

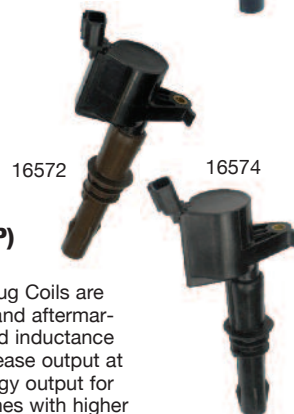
APPLICATION	PART NO.
Ford 98-07 4.6L/5.4L/6.8L Mod 2 valve	140032
Set of 8	140032-8
Round, Oil Filled, Chrome, 58,000 V	140034



ENGINE WORKS® MODULAR (COP) COIL ON PLUG COILS

Engine Works® Modular Coil On Plug Coils are designed to work with factory DIS and aftermarket ignition systems. Resistance and inductance values have been optimized to increase output at higher RPM levels. This higher energy output for use on turbo or supercharged engines with higher than factory boost levels or engines that have been converted to E85 fuel. Strong EMI/RFI noise suppression. Max. Volt. - 48,000, Prim/Sec. Resistance: 0.35/5.5K Ohms. Direct bolt-in and plug-in fit. Ford 4.6L/5.4L (6.8L) 2, 3 or 4 valve heads. Also available for GM and Mopar.

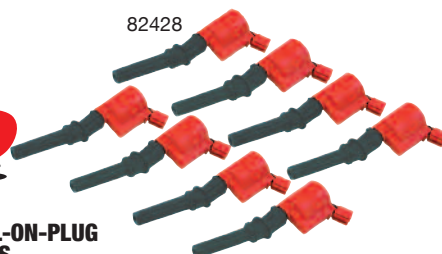
APPLICATION	PART NO.
Ford 97-10 4.6L/5.4L/6.8L, 2 valve	16570
Ford 04-08 4.6L/5.4L/6.8L, 3 valve	16572
Ford 08-11 4.6L/5.4L/6.8L, 3 valve	16574
Ford 97-10 4.6L/5.4L, 4 valve	16576



FORD BLASTER COIL-ON-PLUG IGNITION COIL PACKS

Features a patented winding design and direct bolt-in replacement. Produces higher voltage and spark energy than factory coils, Set of 8

APPLICATION	PART NO.
SOHC 4.6L 1999-04	82428
SOHC 4.6L 2005 & Up	82438





CHROME COIL BRACKET

Universal mounting for standard coils up to 2.25" diameter.

PART NO.
16580



COIL WIRE

Blaster socket terminal and boot on one side with a distributor cap socket terminal and boot on the other. 18" long. Used with 8.5 mm Super Conductor Wires.



DESCRIPTION	PART NO.
Male/HEI Coil Plug Ends	84039
Male/HEI & Female/Socket Coil Plug Ends	84049



COIL BRACKET

Especially useful for engine modifications where coil remounting is necessary. Dichromate plated.

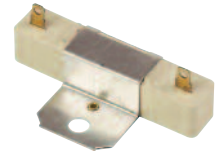
PART NO.
3685



COIL BALLAST RESISTOR

Connects MSD coil to stock points ignition system, 0.8 Ohm

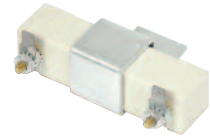
PART NO.
8214



IGNITION COIL BALLAST RESISTORS

Variable Resistance, 0.75-1.5 Ohms

PART NO.
700



CHROME COIL COVER

Features universal design to accept most stock coils. Includes chrome plated mounting bracket.

DESCRIPTION	PART NO.
Coil cover, chrome	9777
Coil bracket, chrome	9767



COIL HOLDERS

DESCRIPTION	PART NO.
Chrome Universal Coil Cover & Bracket	R9006
Chrome GM Type Stand-Up Coil Holder	R9366
Chrome Coil Bracket Only	R9648
Chrome Ford Coil Bracket Only	R9650



WIRE HARNESS & CAPACITOR

PART NO.	APPLICATION
66946C	HEI SB Chevy



TACH ADAPTER

Allows users to connect a tachometer, shift light or RPM activated switch to their distributorless ignition system, including 1999 and newer Ford Mustang.

PART NO.
9117



CHROME COIL BRACKET

The chrome plated MSD Coil Brackets offer easy, universal mounting for standard size ignition coils up to 2-1/4 in. diameter, including all MSD Blaster Coils. A special tab is provided for external condenser mounting, if required. For secure tightening, the brackets use a bolt and nuts instead of screws.



NOISE FILTER W/COVER

If you experience radio noise after installing the MSD IGNITION, you may need to install an MSD Noise Filter.

PART NO.
8830



APPLICATION	PART NO.
Canister-Style, Universal	8213



OUTLAW SERIES

Professional Grade



Outlaw Series CDI Ignition Box and Second Stage Rev Limiter.

16632

16625

- Easy Access Rotary Dials: 100rpm and 1000rpm.
- For use with Engine Works Outlaw Series Ignition.
- Digital, Lightweight and easy to mount.
- Allows choice of a second rev limit when using 16625.

- Sealed and Locking Delphi Metri-Pack connector.
- Direct harness compatibility with 16632 SS/RL.
- Single Rev Limiter: 100rpm increments up to 9900rpm.
- Sequential fire start mode for fast and easy starting.
- 525v output to coil / 135mj of spark energy.
- Ultra Lightweight Design for all forms of racing.



WHAT IS DISTRIBUTORLESS?

Late-model vehicles have incorporated ignition systems that have not used a distributor for quite a few years. Reaching back to the mid '80s, some vehicles, such as Buick's turbo V-6 models used a coil pack with six secondary terminals. This technology continued to be used on more cars and trucks rolling off the assembly line. These systems use some form of a crank sensor that produces a trigger signal to the ECU which triggers the correct channel of the ignition.

In recent years, distributorless technology has evolved into coil-per-cylinder and coil-on-plug systems that have an individual coil for each cylinder. These coils receive voltage and energy through a driver that is triggered by the ECU. These drivers are sometimes incorporated into the ECU, and other times in the coils themselves (such as the GM LS). The following info will help you get an idea of which ignition is right for your application.



MSD DIS Ignition Controls

These DIS Ignition Controls provide MSD's proven CD multiple sparks that will ignite performance into street/strip cars. The DIS-2 is designed for 4-cylinder engines with two coil packs, the DIS-4 can be used on 6 or 8-cylinder engines with coil packs (and on some 4-cylinder coil-per-cylinder systems). Both Ignitions have been updated with rotary dials to adjust its two rev limiters and step retard.

IGNITION CONTROLLERS FOR THE DETROIT-THREE

The Detroit-Three have been distributorless for over a decade! MSD now offers an ignition controller for each; the GM LS engines, the Ford Modulares and the new Dodge Hemi. These Controllers will connect to the factory sensors (with the accessory EFI Harnesses) and allow the user to alter the timing curve, set a launch rpm limit, program a step retard or even map a timing curve based on boost pressure. They'll also drive the coil packs when an old-school carburetor is added to the mix!



6013



6012



6011



STREET FIRE CD IGNITION

MSD's Street Fire CD ignitions are built within a durable cast aluminum housing and easily connects to points, amplifiers, and magnetic pickup distributors. There's even an adjustable rev limiter (100 rpm increments) for overrev protection!



DESCRIPTION	PART NO.
For 4, 6, and 8-cylinder engines	5520

6M-2L MARINE IGNITION WITH REV LIMITER

The MSD 6M-2L ignitions have the same mounting footprint as the original units, so they will easily fit into existing brackets. The proven Soft-Touch rev limiting action is set using MSD's marine rpm modules, so you'll be able to set a rev limit exactly where your engine needs it. The 6M-2L ignitions are built to deal with constant high rpm and load conditions unique to marine applications.



PART NO.
6460

DIGITAL 6AL IGNITION CONTROLLER

Improved output--135-145mJ of spark energy for every firing with 530+ volts to the coil! 0.7 amps per 1,000 rpm. Built-in rev limiter, for 4, 6 or 8 cylinders.



PART NO.
6425

6-BTM CD IGNITION W/CONTROL

Ideal for engines with turbo or super-charger. Features an adjustable boost/timing retard circuit. Fits 4.6L even-fire only and 8 cylinder engines



PART NO.
6462

6AL-2 IGNITION BOX

There is a 2-Step rev control built into the housing, but there are no rpm modules! Adjustments are made via four rotary dials for 100 rpm increment control! The all-new capacitive discharge ignition will easily connect to nearly any 12V negative ground distributor system, even Hall-effect pickups.



PART NO.
6421

PROGRAMMABLE DIGITAL 6AL-2 IGNITION BOX

The all-new MSD programmable digital 6AL-2 ignition boxes will easily connect to nearly any 12V negative ground distributor system, even Hall-effect pickups. They offer higher output with up to 135mJ and 535V and accept points and mag pickup triggers.



PART NO.
6530

DIS-4 PLUS DIGITAL IGNITION

Step retard, rotary adj. dials. 6 cyl. engines with two, three or four coil packs.



PART NO.
62152

6ALN NASCAR CD IGNITION

Designed with NASCAR racing in mind and is NASCAR approved. Features a 6-pin weathertight connector to meet NASCAR rules that provides a tight, positive locking connection with individual seals to keep dirt and moisture away from each connection. Recommended for 4, 6 (Even-fire V6 only) and 8-cylinder engines.



PART NO.
6430

DIGITAL-6 PLUS CD IGNITION

Micro-processor controlled timing and rev limiting functions. Two step rev control for consistent launches and over-rev protection. Single stage retard for nitrous and top end performance. Controls are adjusted with built-in rotary switches.



PART NO.
6520

7AL-2 PLUS CD IGNITION

All the features of the standard 7AL-2 plus the addition of a two-step rev-control and a new diagnostic LED, these ignitions deliver their full power at any rpm.



PART NO.	APPLICATION
7222	Pro race for 4-6-8 cylinder

PROGRAMMABLE TCDDIGITAL-7 CD IGNITION

Features Traction Control Detection (TCD). The TCD circuitry monitors the magnetic pickup input. If it senses that signal has been modified, it will go into a rev limiting mode, set a trouble code and flash an LED indicating that a traction control has been detected. NHRA APPROVED.



PART NO.
7530T

PROGRAMMABLE DIGITAL-7 PLUS IGNITION

All of the standard programmable features such as individual cylinder management, step retards, rev limits, shift points and more are included in the Plus version but you get much, much more. A map sensor is required for the boost circuit. Supplied with wiring harnesses, mounting hardware, and RS232 computer harness and the Pro-Data software on a floppy disk. It will accept trigger signals from a points/ECU output or a magnetic pickup.



PART NO.
7531



CROSSOVER DELAY BOX

CO2- Setting the box is quick & easy with 3 sets of push button thumb-wheels. The quicker racer enters both dial-ins along with the desired transbrake delay.

SCO1- A crossover box, a delay box, and an interfacier to give the races two shots at the tree, all with just one transbrake button.



DESCRIPTION	PART NO.
Crossover Delay Box	CO-2



MSD 7AL-3™ Ignition

Notice the new look for the 7AL-3? It's not just a facelift and new part number, it's all new on the inside too!

The popular 7AL-3 drag racing ignition has been revised for 2013 from the inside out. All of the wiring designs have been updated with more efficient components for improved overall performance and endurance.

All of the features are still adjusted using plug-in modules including the 3-Step Rev Control and Multi-Step Retard. The Rev Control gives you the ability to set one rev limit for the burnout, another for the staging rpm limit and a third for use top end engine protection in the event of driveline failure. For nitrous fans, there are four separate stages that can be activated independently yet add up together. Plus there's an RPM Activated Switch for precise control over a circuit.

Something new is that the start retard is now adjustable with plug-in modules giving you better control over the amount of retard pulled out during cranking.

The updated unit is supplied with a variety of rpm and timing modules. It has a footprint that fits into the red 7AL-3's mount.

- 3-Step Rev Limiter
- 4-Stage Multi-Step Retard
- RPM Activated Switch
- Adjustable Start Retard



MSD 7AL-3 Ignition Control, v8/6/4 - PN 7330*

NOTE: MSD 7-Series Ignitions are not compatible with distributorless systems.

OPERATING SPECIFICATIONS

SPARK ENERGY:	160 MILLIJOULES/SPARK
PRIMARY VOLTAGE:	570 VOLTS
SECONDARY VOLTAGE:	50,000 VOLTS
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	14,000 RPM WITH 14.4 VOLTS
VOLTAGE REQUIRED:	12-18 VOLTS, NEGATIVE GROUND
CURRENT DRAW:	6 AMPS AT 6,000 RPM 12 AMPS AT 12,000 RPM
WEIGHT & SIZE:	4.75 LBS., 8"L x 3.75"W x 5.75"H

TESTED WITH PRO POWER COIL, PN 8201



MSD 8-Plus™ Ignition Control

There has always been a niche group of hardcore racers and pullers that run nothing but the MSD 8 Ignition Series. If you liked it then, you're going to like it even better now!

The MSD 8-Plus Ignition produces the same extreme output of the original 8-Series, yet is now in a smaller housing with improved efficiency and internal components. One distinct change is now a built-in 2-Step Rev Control. Now you can switch between two rev limits without extra wiring or housings.

For those that are looking for a dual fire MSD 8, the new 8-Plus is all you need. Our engineers were able to deliver an ignition that is capable of firing two coils at once for those extreme racers using dual plug race setups.

MSD 8-Plus Ignition Control - PN 7805*

OPERATING SPECIFICATIONS

SPARK ENERGY:	315-345 MILLIJOULES/SPARK
PRIMARY VOLTAGE:	580 VOLTS
SECONDARY VOLTAGE:	50,000 VOLTS
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	15,000 RPM WITH 14.4 VOLTS
VOLTAGE REQUIRED:	12-18 VOLTS, NEGATIVE GROUND
CURRENT DRAW:	36 AMPS AT 12,000 RPM
WEIGHT & SIZE:	4.85 LBS., 8.25"L x 3.75"W x 5.75"H

TESTED WITH PRO POWER COIL, PN 8201

- Extreme spark output
- Built-in 2-Step Rev Control
- Compatible for 4, 6 and 8-cylinders
- Single or dual coil output



*Not legal for use or sale on pollution controlled vehicles.

MSD POWER GRID™ IGNITION SYSTEM

**ACCEPTED IN NHRA
Pro Stock
2013!**



PN 7730



PN 7720

OPERATING SPECIFICATIONS

SPARK ENERGY:	200-220 mJ PER SPARK
PRIMARY VOLTAGE:	545-570 VOLTS
SECONDARY VOLTAGE:	50,000 VOLTS PLUS
SPARK SERIES DURATION:	20° CRANKSHAFT ROTATION
RPM RANGE:	15,000 RPM WITH 14.4 VOLTS
VOLTAGE REQUIRED:	12-18 VOLTS, NEGATIVE GROUND
CURRENT DRAW:	1.3 AMP PER 1,000 RPM
WEIGHT & SIZE:	2.9 LBS., 7.5"L x 5"W x 2.25"H



MSD set the standard in programmable ignition systems. In fact, every NHRA Pro Stock championship in the last few years has been with an MSD Programmable 7. Drag radial, twin turbo outlaw cars and 10.5-tire classes all rely on the advanced programming of MSD's Programmable 7 Ignitions.

The Power Grid Ignition System is the next evolution of our Programmable 7-Series Ignition Controls. The Grid incorporates an efficient 32 bit microcontroller and an all new software program, called MSD View, and is USB compatible. The Windows based software is designed with tabs to help racers easily select different programming windows and parameters. Also, the data acquisition files of the ignition are now captured on a micro SD card for ease of storage and reviewing. And for 2013, the Power Grid is legal in NHRA Pro Stock.

The Power Grid Ignition incorporates CAN-Bus technology which reduces the amount of wiring and simplifies the addition of accessory modules. The CAN-Bus is a common harness that accessory controls are connected to and easily brought into the programming library of the View Software. With this technology, racers can connect the Power Grid system directly into their Racepak Data Recorder and other Racepak products.

The Power Grid Controller is the brains behind the entire system and can be used with any MSD Ignition or the Pro Mag to provide advance ignition tuning capabilities. While it is compatible with all MSD boxes, the new Power Grid System Controller has been specially designed to mount to the Power Grid-7 box. Also, this new Ignition packs higher output than the current programmable units!

The Power Grid Controller is supplied with the View Software, wiring harness, micro-SD card and mounting hardware. The ignition, available separately, is supplied with the harness and mounting hardware.

Power Grid Ignition System™
Controller - PN 7730*
Ignition - PN 7720*

**ACCEPTED IN NHRA
Pro Stock
2013!**

MSD POWER GRID™ IGNITION SYSTEM

Power Grid Programming Features:

- USB connection for ease of programming
- Timing based on engine rpm and gear value
- Advanced individual cylinder timing based on gear or time
- Five retard stages for nitrous
- Four steps of rpm limits for burnout, spool, launch and overrev
- Output switch set on rpm, pressure or time
- Shift light settings for each gear
- Ignition data acquisition accepts multiple runs



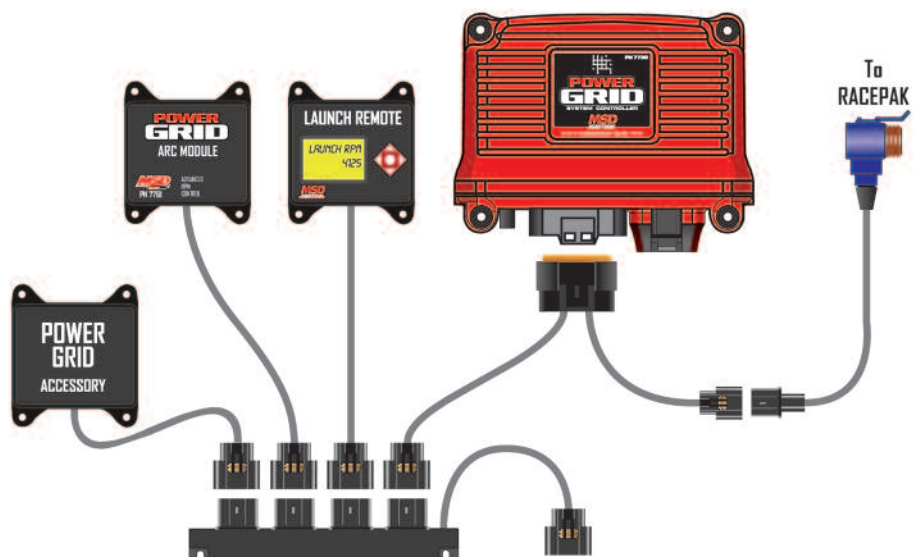
The Controller is designed to mount on top of the Ignition housing. This keeps wiring and required space at a minimum.



The Controller features a single wiring harness routed through a durable, locking connector. Next to it is a sealed cover that protects the micro-SD card and the USB connection. That's right – the Power Grid uses a USB connection for easier connections and power up during programming!

WIRING OVERVIEW

The Power Grid System consists of a central Controller, and an Ignition. The Controller is the brains of the system, while the Ignition is high output CD ignition (or use your existing MSD ignition). To add accessories, such as a Boost Retard Module, or a Manual Launch Shift Light Control, simply plug the new Module into the CAN-Bus bridge connector – that's it! Also, notice the separate connector that plugs directly into a RacePak Data System. The Power Grid is designed to share its ignition information to Racepak's data!



MSD POWER GRID™ IGNITION SYSTEM

4-Connector Hub - PN 7740

This hub allows you to expand the Power Grid system with up to four accessory modules.



PN 7740

CAN-Bus Termination Cap - PN 7741

Loose your cap? Here's the one you need.

Manual Launch Control - PN 7751

Change the launch rpm limit (2-Step) on the fly to adjust for changing track conditions.



PN 7751

ARC Module - PN 7761

This module gives you the ability to map a timing retard or rpm limiting curve throughout run down the track. This will help keep the tires planted and hooking up down the track. (Not legal in NHRA.)

Boost Retard Control - PN 7762

Control the timing based on boost pressure to prevent detonation.



PN 7762

Boost Controller Module - PN 7763

This module delivers the ability to control and map the boost pressure.



PN 7761

Replacement Harness for PN 7730 - PN 7780

CAN-Bus Extension Harnesses:

2 feet - PN 7782

4 feet - PN 7784

6 feet - PN 7786

Harness Adapter, PN 7730 to Digital-7 Programmable - PN 7789



PN 7780



PN 7782



PN 7789



HYFIRE® VI-AL DIGITAL CD IGNITION

• High Output Multi-Spark Ignition System • Digital Performance At Analog Prices • Built-In Easy-to-Adjust Digital Rev Limiter- 4,500 12,000 RPM- No Chips Required! • Latest Microprocessor Controlled Circuitry • Easy to Install • Lightweight Aluminum Housing- Maximum Heat Transfer • More Performance and Lower Power Draw • Quicker Acceleration and Throttle Response • Works with Points, OEM or Aftermarket Electronic Ignition or Magnetic Crank Triggers (exc. Hall Effect) • Use 29440 or 29625 ProMaster Coil

PART NO.

6853M

HYFIRE® VI MULTI-STRIKE CD IGNITION

2 Stage Rev Limiting in 100 RPM Increments. Automatic Start Retard Circuit For Easier Starting. Built In RPM Window Switch. Great for Nitrous Oxide. Great for Supercharged, Turbocharged and Nitrous Applications. Use 29440 or 29625 ProMaster Coil.

PART NO.

685



BOOST TIMING MASTER FOR MSD IGNITIONS

Must be used with an MSD6, SCI, 7, 8, or 10 series ignition. Allows you to adjust the amount of ignition retard 1° to 3° per lb. of boost via a dash mounted control knob.

APPLICATION

Boost Timing Master

PART NO.

8762

ADJUSTABLE TIMING CONTROL

Dash mounting allows you to adjust ignition timing to compensate for changes in altitude, low octane gas, or heavy loads. Adjustment of 15 degree range. Must be used with MSD 5, 6, 7, 8 or 10 Series ignition.

PART NO.

8680



THREE STAGE RETARD

Retards your ignition timing in three different stages. Activate one retard for a nitrous stage and another at top end in high gear for more mph and still have another module left over for dual stage nitrous systems. Must be used with an MSD 6, SCI, 7, 8 or 10 Series Ignition.

PART NO.

8970



DIGITAL MULTI-RETARD

Provides four different stages of retard along with an adjustable start retard. All of this with no modules! Uses a high speed RISC microcontroller to direct the timing functions. May be used on 4, 6 or 8 cylinder engines and must be used with MSD Ignition Control.

PART NO.

8975



START RETARD CONTROL

Lets you choose either 10° or 25° or retard during cranking only. Supplied with 2°, 3° and 4° modules. Must be used with MSD 6, SCI, 7, 8 or 10 ignition control.

APPLICATION

Start Retard Control

PART NO.

8982



STARTER SAVER W/SIGNAL STABILIZER

Automatically retards the timing during cranking to ease the pressure at the flywheel.

APPLICATION

Starter Saver

PART NO.

8984



SOFT TOUCH REV CONTROL

Protects your engine from dangerous over-revving due to missed shifts, broken drivetrain or loss of traction. Used for points and OEM ignition systems, not for capacitive discharge ignitions. Includes 6000, 7000 and 8000 RPM modules.

APPLICATION

Soft Touch Rev Limiter

PART NO.

8728



Daytona Sensors LLC

Engine Controls and Instrumentation Systems



102003

102005

102007

CD-1 CAPACITIVE DISCHARGE IGNITION SYSTEM

For circle track, drag racing, and marine applications. CD-1 units feature digitally set RPM limiter programmable advance curves, and a new patented power supply that reduces current draw. The standard and marine versions include data logging capability. 135 mJ spark energy output.

DESCRIPTION

PART NO.

CD-1 Capacitive Discharge Ignition Kit

(includes #102001 CD-1 ignition module, #102002 CD-1 ignition coil, and wire harness)

102003

USB Interface

(required for custom programming and data logging capability)

102004

RTD-1 Retard Control

102005

MAP Sensor Harness Kit

102006

Power Filter Capacitor Kit

102007

TCS-1 Timing Controller

102008

CD-1 Marine Ignition Kit

(includes #113001 ignition module, #113002 ignition coil, and wire harness)

103003



RPM ACTIVATED SWITCH

Performs a variety of different functions from turning on a bulb or solenoid to activate an MSD timing control at a desired RPM.

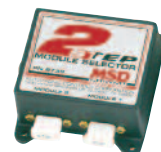
APPLICATION	PART NO.
RPM activated switch	8950
RPM Activated window switch	8956
Digital RPM window switch	8969



MODULE SELECTORS

Switch between 2 or 3 different RPM or retard modules when used with MSD Soft Touch Rev Control or MSD timing computer.

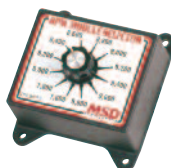
DESCRIPTION	PART NO.
Two Step	8739
Three Step	8737



RPM SELECTOR

Plugs directly into the RPM module socket on all MSD Soft Touch Rev Control and accessories using plug-in modules.

APPLICATION	PART NO.
3000-5200 RPM	8670
4600-6800 RPM	8671
6000-8200 RPM	8672
7600-9800 RPM	8673



RETARD MODULE SELECTOR

12 retard selections

PART NO.
8676



ADJUSTABLE LOW RPM MODULES

APPLICATION	PART NO.
1000-3000 RPM	8677



RETARD MODULE KITS

Gives you a full selection of retard modules to be used with your timing controls.

APPLICATION	PART NO.
Zero Degree Module	8773
11°, 12°, 13°, 14°, 15°	8774
5°, 6°, 7°, 8°, 9°, 10°	8776
1°, 2°, 3°, 4°, 5°	8777



RPM MODULE KITS

Includes 5 modules in 200 RPM increments within a 1000 RPM range. For example 8745 includes: 5000, 5200, 5400, 5600 and 5800 modules.

DESCRIPTION	PART NO.
3000 - 3800 RPM	8743
4000 - 4800 RPM	8744
5000 - 5800 RPM	8745
6000 - 6800 RPM	8746
7000 - 7800 RPM	8747
8000 - 8800 RPM	8748
9000 - 9800 RPM	8749
10000 - 10800 RPM	8750
3100 - 3900 RPM	87431
4100 - 4900 RPM	87441
5100 - 5900 RPM	87451
6100 - 6900 RPM	87461
7100 - 7900 RPM	87471
8100 - 8900 RPM	87481



MEGAFIRE RPM LIMITER SWITCH

MEGAFIRE now offers the convenient and highly accurate RPM Limiter Switch. Two switches offer 12 settings in 200 RPM increments. Plugs into the REV Limit socket of MEGAFIRE and MSD ignitions.

PART NO.	APPLICATION
16671	4600 to 6800 RPM
16672	6000 to 8200 RPM



MEGAFIRE MODULE KITS

Each kit contains a set of five close tolerance "pills" programmed in 200 RPM increments. Compatible with all ignition and gauge products that use RPM modules.

PART NO.	APPLICATION
16643	3000-3800 RPM
16644	4000-4800 RPM
16645	5000-5800 RPM
16646	6000-6800 RPM
16647	7000-7800 RPM
16648	8000-8800 RPM



WIRING HARNESSES & ADAPTERS

Harnesses and adapters are handy for quick installation on late model vehicles. No cutting or splicing!



DESCRIPTION	PART NO.
MSD to GM 96-up single connector coil	8877
MSD to Ford TFI Harness	8874
MSD 6 or 7 to Ford Duraspark Connector Adapter Cable	8869
MSD 6 or 7 to Magnetic Trigger Inside GM HEI Distributor Bypass Cable	8861

VIBRATION MOUNTS

Used for off-road, drag race, marine and oval track vehicles where strong vibration forces can be transmitted through the chassis to the MSD unit.



DESCRIPTION	PART NO.
7AL-2, 7AL-3, 8 & 10 Series MSD (4/card)	8800
5 & 6, Digital 7 Series MSD (4/card)	8823
Pro Power Coil, .44" x .50" 3/card	8825

#8825



CRANK TRIGGER KITS

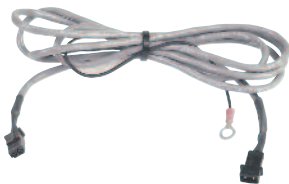
For a long time, racers have known that one of the best things to do to an engine to improve its performance is to stabilize the ignition timing. The MSD Flying Magnet Crank Trigger system does exactly that by using four magnets embedded in an aluminum wheel. Although similar in appearance to other crank triggers, the MSD Flying Magnet design works on a different principle.



DESCRIPTION	APPLICATION	PART NO.
SB Chevy	6.25" Balancer	8600
SB Chevy	7.00" Balancer	8610
SB Chevy	8.00" Balancer	8615
BB Chevy	8.00" Balancer	8620
Chrysler BB	7.25" Balancer	8636
Ford SB	289, 302, 351W	8640
Ford BB	Except Cleveland	8644

REPLACEMENT CABLES

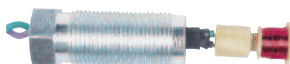
Special aluminum skinned sleeve



DESCRIPTION	PART NO.
6' cable harness, 2 wire magnetic triggered	8860
Aluminum shielded magnetic pickup cable 6'	8862

PICKUP ASSEMBLY

Engineered for extreme applications. Designed & tested on 300+mph top fuel dragsters.



DESCRIPTION	PART NO.
Use with MSD flying magnet crank trigger kits	8276

SYNCHRONIZATION KIT

This pickup simply installs on the number one spark plug wire. Uses a fiber optic cable so there is no chance of EMI or interference.



DESCRIPTION	PART NO.
Inductive Spark Plug wire pickup	7555

TWO PIN CONNECTOR KIT

Comes with two connectors and 4 pins.

APPLICATION	PART NO.
Two pin connector kit	8824



WEATHERTIGHT SEALED CONNECTOR

Positive locks let you know when connectors are completely joined by producing an audible click. No click means no connection.

APPLICATION	PART NO.
Male/Female 6-pin (individual)	8170
Male/Female 4-pin (individual)	8171
Male/Female 3-pin (individual)	8172
Male/Female 2-pin (individual)	8173
Male/Female 1-pin (individual)	8174



FIREWALL FEED-THRU

Molded from Rynite® and nylon, the Firewall Feed-Thru provides 1/2" of insulation to ensure that the coil's spark reaches the distributor.

APPLICATION	PART NO.
Red	8211



THRU-PANEL BATTERY CONNECTOR

Connector fits through 1-1/4" hole. Use Battery Cable Remote Fitting End Kit Numbers 74170 or 74172 to complete installation. One per package.

APPLICATION	PART NO.
Thru-Panel battery connector	74145



THRU-PANEL BATTERY CONNECTOR

A must anywhere voltage needs to be passed through a firewall or panel. Quality US made connector with brass terminals. Requires drilling of a 1" hole.

APPLICATION	PART NO.
Thru-Panel Connector	16779



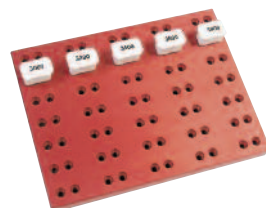
ADEL CLAMPS

APPLICATION	PART NO.
1/2-in., 6-pk.	38012
1/4-in., 6-pk.	38014
3/8-in., 6-pk.	38038
5/8-in., 6-pk.	38058



MODULE HOLDER

APPLICATION	PART NO.
Clear plastic case holds 35 modules	8755



TOGGLE SWITCH PANEL

Heavy duty on/off switches are 12 volt single throw with screw terminals rated at 25 amp lamp load and 35 amp inductive load.



APPLICATION	PART NO.
Drag race, 4" x 7.75" Includes starter button, 5 on/off	74131
Cage-Mount includes 5 on/off with starter button. Steel bracket to be welded to roll cage	74135



RACE CAR ROCKER SWITCH PANELS

Designed with the features desired by most racers. Heavy duty light-weight non-reflective housing mounts to roll bar with hose clamps. Lighted rocker switches are color coded for quick visual reference. All circuits are individually fused and easily accessible for quick testing and change. Units come with 18' of high temp TXL wires using machine applied, vibration resistant, fully insulated terminals.



DESCRIPTION	PART NO.
4 Switch Panel-Start + 3 Fused Circuits That Light Up When On	50301
6 Switch Panel-Start + 5 Fused Circuits That Light Up When On	50302
8 Switch Panel-Start + 6 Fused Circuits That Light Up When On	50303
8 Switch Panel-Roll Bar Mount, Lighted Non-Fused Switches	50202

REPLACEMENT ROCKER SWITCHES

APPLICATION	PART NO.
On/off - Red light	80401
On/off /momentary on - Green lights	80402
On/off/on - Red lights	80403
On/off - Blue lights	80405



SAFETY SWITCH

High capacity switch features silver contacts capable of 25 amps at 12 volts. Safety cover prevents accidental engagement of switch and allows superfast shutdown action.



PART NO.
16750

REMOTE STARTER SWITCH

Allows you to bump the starter over from under the hood. Ideal for valvetrain adjustment work.



PART NO.
15030

UNIVERSAL STARTER BUTTON

Silver contacts for maximum current capacity. Black weather boot protects the switch from moisture and dust. Requires 5/8" mounting hole. Two screw type terminals connect switch to line.



PART NO.
16770



SINGLE CONTACT SOLENOID

Useful as a relay to trigger shifters, nitrous solenoids, starter or any other high amp draw item. Rated to 750 amps for intermittent use. Ground through mounting base. Heavy Duty.



PART NO.
16771



ON/OFF TOGGLE SWITCH

On/off Face Plate included. Used to control accessories such as lights, pump, fan etc. Rated at 25 amps lamp load, 35 amps inductive load.



APPLICATION	PART NO.
Short handle 1-1/16"	74126

ADJUSTABLE MOMENTARY SWITCH

15 amp rating, Ideal for operating transbrakes or line locks on drag race cars. Adjustable collar allows the plunger travel to be set from .020 in. to .219 in., making the switch "fast" or "slow" to suit individual reaction time requirements.



PART NO.
74123



TRANSBRAKE SWITCHES

Plastic Push Button, Momentary, 25 Amps

PART NO.	DESCRIPTION
PBSXL	Big Button
PBSRTD	Small Button



PUSH BUTTON STARTER SWITCH

Interior or Exterior protective neoprene cap. Rated 60 amps @ 12V, 40 amps @24v.



APPLICATION	PART NO.
Push button starter switch	6275
Push Button Switch with 6-ft stretch coil	3006G



PUSH BUTTON STARTER SWITCH

Waterproof and dustproof with neoprene cap for in-car or under hood mounting. 35 amp rated @12V.



APPLICATION	PART NO.
Push button starter switch	74120
Universal momentary switch & cable	74122



TRANSBRAKE BUTTON



APPLICATION	PART NO.
Momentary - 15amp button & cord	37055



TRANSBRAKE MOMENTARY

Spiral cord with microswitch (18 gauge). Stretches over 7 feet.



APPLICATION	PART NO.
Push Button Momentary w/Cord	388400



MUSHROOM CAP REMOTE BUTTON & CORD

Rated at 12 amps. Works with 12 & 16 volt systems. Lightweight spiral cord, self cleaning contacts and bounce-free operation.



APPLICATION	PART NO.
Large Activator, Red Button w/Cord	46013

REMOTE BUTTON & CORD

Rated at 12 amps works with 12 and 16 volt systems. Light weight spiral cord, self cleaning contacts, bounce-free operation.

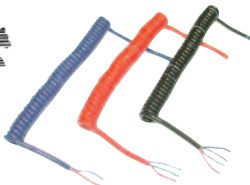


APPLICATION	PART NO.
Remote button & cord	46003



STRETCH CORD

Super heavy duty stretch cords handle all transbrake switches and solenoids. Stretches more than 10 feet.



APPLICATION	PART NO.
Two 14-gauge conductors, Dark Blue	SC-2



WIRING HARNESS

Plug directly into your factory coil and harness, then 4 color coded wires plug into the corresponding wires of the MSD ignition. Two wires go from the MSD to the battery and you're done. No cutting or splicing!



APPLICATION	PART NO.
Universal Wiring Harness	8873

HIGH CURRENT RELAY

Ideal for use with the MSD RPM Activated Switch when 12 volts is responsible for activating a high current device.



APPLICATION	PART NO.
Single-Pole Double Throw 30 amp 12VDC	8961



FUSE BLOCK

Each circuit on the block is labeled and preterminated. Kit includes mounting bracket, fuses, flashers, horn relay, terminal ends, and step by step installation instructions.



APPLICATION	PART NO.
4 Circuit	30002
7 Circuit Waterproof 4 Ign. hot/3 Constant Hot	70207

COMPLETE CHASSIS HARNESS ASSEMBLY

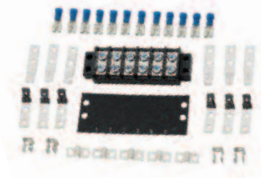
The quick, easy and Painless way to rewire just about any vehicle, whether a '32 Ford or a '78 Camaro.



APPLICATION	PART NO.
12 Circuit Universal - GM Keyed Column	10101
12 Circuit Universal - Non-GM Keyed Column	10102
18 Circuit Universal - GM Keyed Column	10201
18 Circuit Universal - Non-GM Keyed Column	10202



FUSE BLOCKS



APPLICATION	PART NO.
6-Circuit Terminal Block Kit	4455



WIRING HARNESS



APPLICATION	PART NO.
3-Wire Mallory Electronic Distributors	29349

PAINLESS

ELECTRIC FAN RELAYS

Inexpensive protection for your electric fan.

APPLICATION	PART NO.
Fan-Thom (without Thermostat)	30101
Fan-Thom II (200 On/185 Off) w/Thermostat	30102
Fan-Thom II (185 On/170 Off) w/Thermostat	30103



UNIVERSAL FUEL PUMP RELAY

Prevents voltage drops at the pump maintaining constant fuel pump pressure, and prevents fuel pump amperage overloads from damaging the electrical system.

PART NO.
50102



CUSTOM CHASSIS HARNESS ASSEMBLY

Comes complete with fuses, flashers, horn relay, tach lead, ballast resistor, maxi-fuse, terminal ends, wire ties, grommets - everything needed to do the job right.



APPLICATION	PART NO.
18 Circuit - 69-74 GM Muscle Car	20102

RACE CAR HARNESS ASSEMBLY

Just mount the prewired fuse block, route the wires and go.



DESCRIPTION	PART NO.
12 Circuit Race Harness, for spade fuses	50003



XS POWER AGM RACING BATTERIES

PART NO	DIMENSIONS	VOLT	AMPERAGE RATING	WEIGHT (LBS)	MOUNT
D925	6.5 L x 4.92 W x 6.93 H	12V	550 CCA / Max 2000	23.55	Top
D1600	10.24 L x 6.4 W x 7.2 H	16V	675 CCA / Max 2400	46	Top
S1600	10.24 L x 6.75 W x 7.2 H	16V	500 CCA / Max 2000	30.5	Top
XP1000	10.24 L x 6.4 W x 7.2 H	16V	675 CCA / Max 2400	48.5	Top



S16VL



S16V



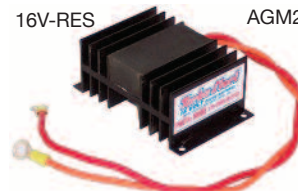
16 VOLT AGM RACING BATTERIES

PART NO.	WEIGHT (LBS)	LxWxH (INCHES)	DESCRIPTION	RESERVE CAP. (MIN.)	CRANK AMPS AT 32°F	COLD CRANK AMPS AT 0°F
S16V	42	10.08 x 6.39 x 8.79	16 volt racing battery (std.)	75	650	550
S16VL	32	10.08 x 6.39 x 6	16 volt racing battery (light wt)	50	550	450

(*) 16 Volt AGM Series batteries require the use of charger type: AGM25A19V. TurboStart® 16 volt chargers purchased prior to 09/03 can be used with minor internal adjustments. Detailed charger adjustment instructions for TurboStart® chargers are included with each battery. S16V & S16VL types have a "Bolt in" terminal design. Included with the battery are terminal bolts. All AGM battery types are shipped fully charged and ready for installation.

16V-RES

AGM25A19V



BATTERY CHARGER & ACCESSORIES

PART NO.	WEIGHT (LBS)	LxWxH (INCHES)	DESCRIPTION	INPUT	OUTPUT
AGM25A19V	25	10x8x6	25A automatic charger for S16V & S16VL	110V	25A 19.2V
16VRES	2	4x3x1	Voltage step down- 2.5V drop	16.8V	14.3V



1004

HF1615



BATTERY CHARGERS

PART NO	TYPE	VOLT	AMPERAGE RATING
HF1615	High Frequency Charger	16V	15 Amp
1004	Intellicharger	16V	20 Amp
1005	Intellicharger	12/16V	25 Amp



SEALED BATTERY BOX

For top-post or side-post terminals. 10-1/2" deep, 13" wide, 9-1/2" tall. Fully approved for racing by NHRA and IHRA. Battery cable not included.



PART NO.

74050



ALUMINUM BATTERY BOX KITS

NHRA Rule 8:1 compliant. Constructed of .040" aluminum in a three piece design that allows battery access without removing the battery from the box. Includes 3/8" bolts for mounting box securely to vehicle frame.



DESCRIPTION

PART NO.

Battery Box and hardware

48100

Kit above plus 18' 2-gauge cable kit

48101

BATTERY RELOCATION KIT

Single trunk mount kit provides better weight distribution for better traction and reduces engine compartment clutter. All necessary hardware included.



DESCRIPTION

PART NO.

2-gauge wire

48000

BATTERY DISCONNECT SWITCH

Electrical master cutoff switch for safety and security. Rated capacity 100 amps 124 volts continuous service.



PART NO.

1036



BATTERY BOX

12" x 6 3/4" x 10" high case and brackets, 20' of 2-gauge stranded copper battery cable, 4 lugs, a pair of cable ends and related hardware. Trunk mounted installation kit.



PART NO.

6279

BATTERY CABLE

20' of 2-gauge stranded copper cable, two terminal ends, crimpable lug ends, mounting clamps, and attaching hardware.



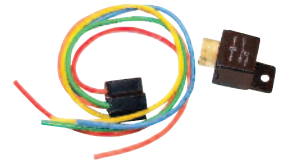
PART NO.

6278



5-PIN RELAY

Double Pole-Double Throw, 30 AMP, 12 VDC, Nitrous

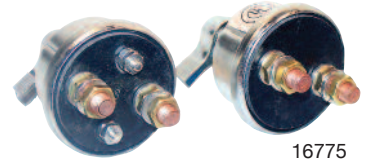


PART NO.

16700

DESCRIPTION

Normal, Open/Closed, Relay & Connector



DISCONNECT SWITCHES

Heavy duty disconnect is designed to meet and/or exceed the specifications of many sanctioning bodies.

PART NO.

16775

APPLICATION

20 amp duty, 125 amp max, Vehicles w/o alternators

16776

175 amp, 4 post, Vehicles w/alternators



POLISHED ALUMINUM BATTERY MOUNT



PART NO.

R6323

DESCRIPTION

Optima, Yellow Top Battery Mount

R6325

Optima, Red Top 75/25, Battery Mount

STAINLESS STEEL BATTERY TRAY

PART NO.

R9323

DESCRIPTION

Battery Tray (Includes Hold Downs)



HIGH CURRENT RELAY

Activate accessories that draw high current. Double Pole. 30 Amp.

PART NO.

8960





BATTERY DISCONNECT SWITCHES

Easy to install. Required by many sanctioning bodies.



DESCRIPTION	PART NO.
Vehicles without alternators 20 amps @ 6-36 volts DC	74100
Vehicles with alternators 175 amps @ 6-36 volts DC	74101
Super-Duty	74102
Flush mount battery cable connectors	74155

BATTERY DISCONNECT SWITCH

Disconnects the battery and saves the solid state voltage regulator and alternator when charging. Also deters possible car thieves when parked. Switch is rated at 100 amps for 12V or 24V DC use.



PART NO.
74103



BATTERY DISCONNECT MOUNTING KIT

APPLICATION	PART NO.
Push/Pull Battery Disconnect mounting kit	74105

REMOTE BATTERY JUMPER TERMINAL

Allows battery to be placed anywhere in the car and still be completely accessible for charging between rounds. Universal for 6-36 volt DC applications. 2 per pack.



PART NO.
74140



REMOTE JUMPER TERMINALS

PART NO.
16780



ONE WIRE ALTERNATOR

- Great looks
- One wire convenience
- Premium chrome plating
- High output capability
- Brand new unit includes fan and single groove pulley.



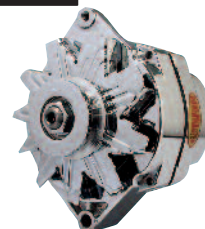
PART NO.	APPLICATION
13600	100 amp
13602	140 amp
13610	100 amp Serp belt pulley



RACING ALTERNATORS

Powermaster's racing alternators offer a true one-wire hookup with a set voltage of 14.9. High output-to-weight ratio with low drag, high speed bearings. Alternators come with a black heat dispersant coating.

DESCRIPTION	PART NO.
Denso 50 Amps, 5.6 lbs.	8162
Delco Early style 100 amp, 8.24 lbs.	8002



MUSCLE CAR ALTERNATORS NEW OEM REPLACEMENTS

All units conform in size and appearance to the original equipment manufacturing. Some will have OEM markings such as "Motorcraft" on Ford alternators.

APPLICATION	PART NO.
Ford 100 amp chrome	8-37100
Ford 100 amp chrome V-belt	8-37101
Race Alternator, Ford 2GIC, 140 amp, black	8-47140
65-77 Comet, 67-85 Cougar, 65-85 Mustang 65-85 Thunderbird, Black, 140 amp	8-57140

CHROME ALTERNATOR

APPLICATION	PART NO.
Ford, Mercury, Jeep 60 amp	17078
Buick/Olds/Pontiac/GMC 100 amp	17294



ONE WIRE NATURAL FINISH ALTERNATOR

Same features as the Chrome Street Alternator except with a natural finish.

APPLICATION	PART NO.
Buick, Corvette, Cavalier 140 amp	47294
Chevy/GMC/Olds/Pontiac 140 amp	47802



CHROME OEM ALTERNATOR

1 wire, original equipment replacement.

APPLICATION	PART NO.
Chevy/GMC/Pontiac/Olds 105 amp	178021



PRO SERIES ALTERNATOR MOUNT KITS

PART NO.	DESCRIPTION
8-881	100 amp SBC Snug mount
8-897	100 amp BBC low mount





ALTERNATOR BRACKETS

Designed to independently top or side-mount your alternator, based on your application and case size. They are also independently adjustable without the use of sloppy adjuster bars. Polished billet aluminum.



PART NO.	APPL	HEADS	DESCRIPTION
10420	SB Chevy	Std. Heads	Side mount, use with SWP and V-groove
11420	SB Chevy	Std. Heads	Side mount, use with LWP and V-groove
10620	BB Chevy	Std. Heads 3/8"	Side mount, use with SWP and V-groove
10120	Alternator/Air Conditioning Bracket, High Center Mount, Short Water Pump, Chevy, Sanden 508 AC		



CHROME ALTERNATOR BRACKETS

DESCRIPTION	PART NO.
SBC 1969-86, Lower	4954
BBC 1969-Up, Lower	4955
SBC, OEM style, LWP	5171
SBC, Hi Tech style, LWP	5176
SBC, OEM style, LWP, 76-86	5170
SBC Low mount	5179
Side Mount Header Bracket, SB Chevy	9852
SB Ford, OEM style 65-69	5185
Alternator/Generator Arm	9851
F-Style Alternator Bracket	9850
Alternator Spacer Tube, Universal	9853



R9321



CHROME ALTERNATOR BRACKETS

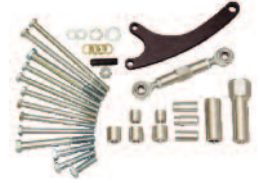
APPLICATION	PART NO.
SB Chevy 305-350 1969-75 LWP, OEM Style	R9316
SB Chevy 305-350 1976-86 LWP, OEM Style	R9317
BB Chevy 396-454 1969-up LWP, OEM Style	R9318
SB Chevy 305-350 1969-75 LWP, Custom	R9320
SB Chevy 305-350 1976-86 LWP, Custom	R9321
SB Chevy 283-350, 55-68, Low Mount - Left Side	R9316
SB Chevy 1969-86, 305-350	R9637
BB Chevy 396-454, 65-68 SWP Bottom Alt Bracket - OEM Style	R9502
BB Chevy 396-454 1969-up LWP, OEM Style, Lower	R9638
BB Chevy 396-454, 65-68, SWP Top Alternator Bracket - OEM Style	R9581
SB Chevy - LWP (Includes Hardware)	R6402
Chrome 1965-73 Ford 289-302 - OEM Style	R9455
Universal, 1-inch Wide x 14-inch Long with 4-inch Slot	R9079



ALTERNATOR BRACKETS

Mount and drive kits for use with electric drive water pumps.

APPLICATION	PART NO.
SBF mounting bracket	63810



ALTERNATOR BRACKET

SB Chevy low mount bracket

PART NO.
890



ALTERNATOR FANS

GM & Ford (Except Trucks)

R8867



APPLICATION	PART NO.
Polished Aluminum	R8867
Chrome Steel (includes single groove pulley)	R9446



SERVICE PARTS - 13500 STARTER

PART NO.	APPLICATION
13500P	Starter Drive for 135000, 135010, 13502
13500S	Solenoid for 135000, 13502
13500SK	Shim and fastener kit for 135000, 135010, and 13502

STARTER HEAT SHIELD WRAP

Universal Size, Fits OE and Mini-Starters, Aluminized.

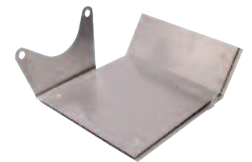
PART NO.
13515



STARTER SHIELD

Designed to protect Delco starters against damaging heat from headers or exhaust manifolds. Useful on race engines, tow vehicles, SUVs and RVs. Fits Delco starters used on Chevy SB and BB engines.

PART NO.
13516



STARTER WIRING HARNESS

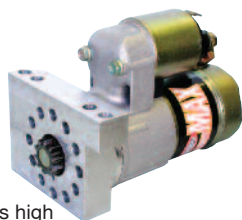
PART NO.
13510



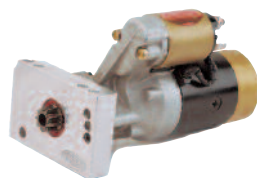


POWERMAX MINI STARTER

Handles engines with compression ratios as high as 11.0:1. If stock starter clears your oil pan, the Powermaster PowerMax starter will too.



APPLICATION	PART NO.
Chevy L6-V8, Inline, 160 ft.-lbs. of torque	9100



MASTERTORQUE STARTERS

APPLICATION	PART NO.
Remanufactured 9000	9000X
SBC, (New), Inline, Black, Mastertorque	9000

OEM STYLE HIGH TORQUE STARTERS

Full size.



APPLICATION	PART NO.
Ford SB 289, 302, 351 W/C, Auto & 5 Spd Manual	9162
Chevy Ram Jet 350, 502, 168T Flywheel	9200



DENSO STYLE TORQUE STARTER

- Lightweight, only 10 lbs.
- 13:1 compression
- 3.70:1 to 4.40:1 gear ratio
- Ideal for high compression and big CI applications
- Adjustable mounting block

135250



HITACHI STYLE RACING STARTER

- Lightweight, only 10 pounds
- Draws half the amps of a factory starter
- Provides high torque starting capabilities needed for a performance engine
- 18:1 compression

135020



PART	MAKE	TORQUE	STYLE	COMP	BOLT	FINISH
135250	Chevy	Street/Strip	Denso	13:1	Std	Natural
135300	Chevy	Race	Denso	18:1	Stag	Natural
135000	Chevy	Street	Hitachi	9:1	Std	Natural
135030	Chevy	Street/Strip	Hitachi	13:1	Stag	Natural
135020	Chevy	High	Hitachi	15:1	Std	Natural
135010	Chevy	High	Hitachi	15:1	Std	Chrome
13502	Chevy	Race	Hitachi	18:1	Std	Natural
135280	Ford	Street/Strip	Denso	13:1	Auto 3	Natural
135290	Ford	Street/Strip	Denso	13:1	Man 3	Natural



ULTRATORQUE STARTERS

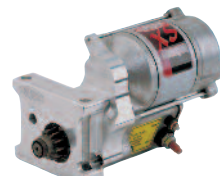
ULTRAtorque is the STRONGEST STARTER available in the performance automotive industry, featuring 250+ ft. lbs of torque and 2.5+ Kw. Several mounting configurations available.



DESCRIPTION	PART NO.
153/168 tooth Chevy	9400
SB Ford 289, 302, 351 Automatic and 5 speed transmission	9403
BB Ford 351M, 400, 429, 460	9405

XS TORQUE STARTERS

Highest torque. 4.4:1 gear reduction ratio. Cranking power for up to 18:1 compression. Weight is 8.0 lbs.



DESCRIPTION	PART NO.
Chevy 168 Tooth Flywheel	9500
Chevy 153 Tooth Flywheel	9502
Chevy 3 bolt staggered	9526
Ford 289-302-351W Auto and 5 Speed Manual (3/4" Offset)*	9503
Ford 351M, 400, 429, 460	9505
Ford 390-427-428 "FE" Only	9506
Pontiac/Oldsmobile	9510
Mopar V8	9513
Bert/Brinn Transmission	9514

*Offset is the distance from the mounting surface of the starter to the engine side of the ring gear.

MASTERTORQUE STARTERS

Five position indexing. Clears oil pans where OE starter will work. Billet aluminum adapter block. Cranking power for up to 12:1 compression. Mounting bolts included.



DESCRIPTION	PART NO.
Chevy 153 or 168 Tooth Flywheel	9600
Ford 289-302-351 Auto and 5 Speed Manual	9603
Chevy 3 bolt staggered	9612

STARTER REPLACEMENT PARTS

APPLICATION	PART NO.
Pinion, Hitachi 9 tooth	603
11 tooth pinion for XS Torque, Mastertorque	604



APS STARTER

Mini, Inline, Red Powdercoated, Maximum Recommended Compression Ratio: 17.0:1, Gear Reduction Ratio: 4.40:1, 3 HP Motor



PART NO.	APPLICATION
5095	SB/BB Chevy